

MANUFACTURERS' RECORD

A WEEKLY SOUTHERN INDUSTRIAL
RAILROAD AND FINANCIAL NEWSPAPER.

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No. 12.

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Baltimore, April 26, 1890.

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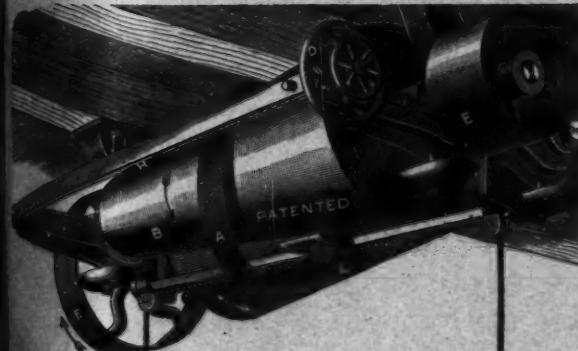
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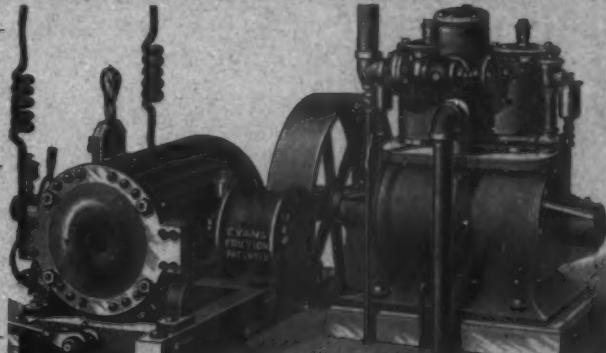
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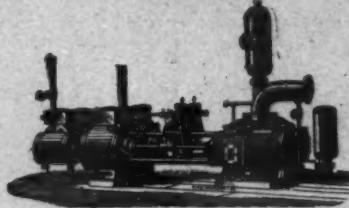
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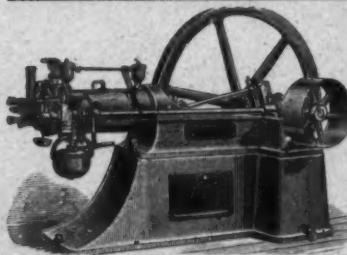
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A Southern Industrial, Railroad and Financial Newspaper.

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WEEKLY.

BALTIMORE, APRIL 26, 1890.

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THOMAS P. GRASTY, Southern Staff Correspondent.
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BALTIMORE, APRIL 26, 1890.

THE company that is building a town at Tredegar, near Jacksonville, Alabama, proposes to diversify its industries. Its development is not going to be based on one interest only. While it has raw material for almost every ordinary industry, it is particularly fortunate in the three great staples, iron, timber and cotton. It is claimed that there is no locality in the South combining in itself more advantages for the manufacture of cotton goods than are to be found at Tredegar, and the company is going to make special efforts to build up a large textile interest.

SOMEBODY in Brooklyn, N. Y., who prudently keeps his name from the public, advertises in a Western city paper that he has for sale for cash only "wild cat titles," accompanied by "official abstracts" for lands in Georgia, Tennessee, West Virginia and Texas. The advertisement is addressed to "speculating traders." This schemer represents a class who, taking advantage of the great interest in Southern enterprises that now prevails, are ready to feather their own nests at the expense of the credulous or the ignorant. Moral: Know who you are dealing with before you invest in any Southern land scheme. Legitimate enterprises, conducted by men of probity and ability, abound. No one need be imposed upon by sharpers dealing in "wild-cat titles."

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"Bucket Shops Break"

Our exchanges last week from several Southern cities had the startling headline: "Bucket Shops Break." Then, in smaller letters, "A Big Smash-up in Nashville, Macon, Columbus and Griffin Heard From," "The Excitement in Nashville," and other captions equally sensational. What was it all about? Simply this: Several central concerns, with branches in smaller cities, failed and closed their doors. The cause assigned by one of them was as follows:

"Owing to the course of the markets the past few days and our inability to cover deals in Chicago, this office has been forced to make an assignment. We have suspended only temporarily. A statement of condition will be made as soon as possible."

The local paper quoting this explanation said:

"This corporation trades in stocks, grain and oil from \$10 up into the thousands. It was far the largest of the kind in the South and did an immense business. Besides an extensive local trade, the house had correspondents at the following cities who take trades for them: Rome, Ga.; Chattanooga, Gadsden, Ala.; Memphis, Clarksville, Tenn.; Pulaski, Columbia, Shelbyville, Birmingham and Huntsville, Ala.; Hopkinsville and Bowling Green, Ky.; Galatin, Milan, Murfreesboro and Knoxville. Their assignment affects the people not only all over Tennessee, but a great part of the South."

On the 9th of November, 1889, the MANUFACTURERS' RECORD warned its Southern friends against all such institutions in an editorial entitled, "A Broker's Office to be Established." After reciting the terms of an advertisement of a new office that had been opened in a thriving Southern inland town, and explaining what kind of business was transacted at such places, the editorial said:

"The MANUFACTURERS' RECORD solemnly warns its Southern friends to have nothing to do with such establishments. They imperil both the financial and the moral safety of

all their patrons. Their record for twenty-five years at least is one of ruin to thousands; of happy homes made desolate; of suicides by the hundred; of thefts, forgeries, embezzlements, criminal prosecutions and convictions; of prosperous business enterprises destroyed; of firms and banks bankrupted. No such sad history has ever been made in any age of the world as that written up in American newspapers during the last quarter of a century while recording daily the outcome of these so-called brokers' offices.

We are not decrying brokers as such. They are a useful class of the community when they buy and sell for their customers those things that are required. They are the outgrowth of that concentration of business which marks our era. But what town in the South, outside of its great commercial cities, has any legitimate need for half-hour telegraphic reports of the price of stocks and of all the great staples in New York? Heavy wholesale dealers in cities where hundreds of thousands of dollars are involved in current business need to know these things, but it is not so in lesser communities. Men of large affairs have their correspondents at the great centers, who wire them all needful information to govern their actions, but they are few in number and do not patronize such brokers' offices as are described in the local notice we have quoted. Small tradesmen, lawyers, clerks, ladies of fortune and all others who patronize these brokers have no legitimate business to transact with them. They are simply victims of the lures spread before them, for in nine hundred and ninety-nine instances in a thousand they are certain to lose their investments, and at the same time to lose their relish for that steady plodding through which alone the majority of well-to-do Americans have acquired their competencies.

We warn our Southern readers against such establishments for another reason. There never has been a time in American history when such legiti-

mate opportunities were offered for safely making money as the South now affords. Patience, applied energy and thought, 'sticktoitiveness,' reasonable but not stingy economy, are the four requisites to success. 'Haste to get rich,' resulting in feverish excitement, will impair if not destroy the powers of those who yield to it. The field for legitimate endeavor is so broad and its results so sure that it is supreme folly to jeopardize one's prospects by resorting to speculations based upon the gambling moves of Wall street. And now we end where we began by entreating our Southern friends to give all branch offices like that described a wide berth. Let them severely alone."

We sincerely sympathize with the victims of these heavy failures, but, all the same, we feel called upon to cite their losses as so many proofs that our warning was timely. We would call critical attention also to the proffered excuse offered by the bucket shop-keepers—"the course of the markets and our inability to cover deals in Chicago."

"Inability to cover deals" when "the course of the markets" is against them is the invariable, the veriest old chestnut of excuses. Of the almost innumerable shops of this kind that have gone under during the past twenty years, leaving thousands of helpless victims to suffer, not one has ever offered any other apology. Every one of them was unable to cover deals. And what were those deals? Nothing but bets on the course of the market. We venture the assertion that not one of the thousands of losers in this gambling game ever expected to handle a gallon of oil, a share of stock or a peck of grain, because of his contract. The whole business from beginning to end was betting on "the course of the markets."

Bucket shops always break when the market goes against them. They are useless, they are dangerous parasites, that have fastened themselves upon the business systems of our country, and are preying upon its very life blood. Laws should be passed in every State to exterminate them utterly and forever.

A Diplomatic Analysis.

The discussion that prepared the way for the introduction of the Tonnage Bill, now before Congress, began in New Orleans in March, 1886, when one of the "special days" of the exposition of that year was devoted to the merchant marine. The commissioners of that exposition, representing every State and Territory, felt that the time had arrived for united and harmonious action by the people, to rescue our country from its dependency upon foreign ships. On that occasion a series of resolutions were adopted, which were signed by all of the commissioners, and were then printed and forwarded to Congress, and were presented in both houses by Representatives and Senators from Louisiana. The interest awakened in New Orleans by this meeting led to the calling of another in that city, and to the organization there of the American Shipping League. Those who did this were Southern men, who for the most part had been in the Confederate service. This fact created an interest throughout the country, for it was felt that the South had taken the initiative in a great national patriotic work. Men distinguished in politics and in business affairs hastened to give their approval. Leagues were organized in every section, enthusiastic meetings were held, and finally a national organization was formed, which has held two conventions at Washington.

The executive officers of the League represent its national scope and its freedom from partisan or sectional bias. General Joseph Wheeler, member of Congress from Alabama, a distinguished Confederate commander, is its president. Captain Ambrose Snow, of New York, is first vice president and chairman of the executive board. Captain Aaron Vanderbilt, of New York, the treasurer, was a highly esteemed staff officer of Admiral Porter. Major Charles S. Hill, secretary, commanded a company at the first Bull Run with such exceptional gallantry as to receive the personal compliments of General Beauregard, and remained in the army on staff duty until the final surrender. In the State and territorial corps of officers are distinguished men of all shades of politics.

The discussions at the many meetings held under the auspices of the League have awakened the country to the importance of reviving the American merchant marine, and have also aroused the active opposition of those whose interests would be impaired by the passage of the pending "Tonnage Bill." In the progress of these discussions much light has been thrown upon the foreign influences that have been adroitly employed to defeat any legislation looking to a revival of American shipping. The opponents of the Tonnage Bill have recently called to their assistance the consular and

diplomatic representatives of two great European nations. An account of this, with some comments thereon, may be found on another page in a communication by Major Chas. S. Hill, entitled "Diplomatic Analysis of Diplomacy."

Major Hill is well equipped to write of these matters. After the war he spent two years in a tour of the world. He then engaged in a business in New York that compelled him to study shipping interests. He also edited Appleton's American Statistical Review. He left there at the solicitation of Hon. William M. Evarts, then Secretary of State, and went to Washington to organize the bureau in the State Department for the publication of consular reports. He remained in that bureau until the spring of 1885, when he resigned. With such experiences and such a training, Major Hill is well fitted to expose the sophistries of diplomacy, as he has done in his "diplomatic analysis."

"The Fly Around the Candle Wheels."

"It is told of Mr. Edison," says The Electrical Engineer, "that in his early days, when his thoughts had not yet been directed towards the fields which have since proved so prolific of results, his inventive genius, ever restless from the beginning, was called into play to devise a method for removing some troublesome insects which had for a long time infested the telegraph operating room in which his desk was situated. For this purpose two strips of metal were placed along the wall about one-eighth of an inch apart and insulated from each other, but connected to the opposite poles of the main line battery. By the application of a suitable bait the insects were induced to cross the gap between the two parallel strips, and it is needless to say that the instant they made contact between the strips they dropped lifeless to the floor. We are reminded of this by the issuance of a recent U. S. patent to Mr. Francois Scherer, of Paris, France, in which the inventor seeks the destruction of the unwary insect by placing within a cage-like structure an electric lamp and surrounding it with a gauze-like frame, the alternate bars of which are connected respectively to the opposite poles of an electric battery. It presents the somewhat anomalous feature that the insect to be destroyed meets with its fate on the outside of the trap instead of the inside, as is usually the case."

Every observant person in towns lighted by electricity has noticed the great number of dead insects on the ground below the lamps during the warm season. The strong light attracts these winged things from long distances. They fly towards it and kill themselves by repeated dashes against the glass globe that encases it. It is said by Durham (N. C.) observers that since that city has had electric illumination the ravages of

the tobacco worm in the surrounding fields have been greatly reduced.

In other cities near the sea coast entomologists have found beneath the electric lights winged bugs that had never been seen in their vicinities before, but whose native habitat was in distant marsh or woodlands. All these facts would seem to indicate that the introduction of public electric illumination will serve an unexpected but most useful purpose. It may be that a powerful electric-light in the center of one of the sea islands on which the celebrated long staple cotton grows would save all the plantations surrounding it from the destruction frequently wrought by the cotton army worm. Who knows?

A Deep-Water Harbor in Texas

News comes from Houston, Texas, that the International & Great Northern Railroad is to be extended from Columbia to the mouth of the Brazos river, and that the State authorities have ordered the receivers of that railroad to immediately put the branch between Houston and Columbia into first class condition. The brief special to the New York Herald conveying this information means more to Texas and to the States of the Northwest than appears upon its face.

The great need of Texas is a safe harbor on the Gulf. The people of the Mississippi and Missouri valleys need one also. Appreciating this, Congress has made liberal appropriations to create at least one, but all these appropriations failed to accomplish the end desired. Finally private enterprise undertook the work.

The Houston Dispatch confirms the prediction made in the MANUFACTURERS' RECORD last September that this undertaking would be a success. The progress made in the construction of the Nicaragua canal emphasizes the importance we then attached to this enterprise. The prospect of a great increase of trade with Mexico, Central and South America, as an ultimate outcome of the Pan-American Congress, adds much to the prospective importance of the new port. The certainty of a safe marine outlet for the products of Texas and of all the country north of it will result in the building of a great commercial city at the mouth of the Brazos, from which these products will be shipped, and through whose gates will pass the imports that will supply all the vast region traversed by the International & Great Northern and all the extensive rail-road systems with which it connects.

The management of that railroad is in charge of men alive to their duties and thoroughly capable to discharge them. The Columbia branch extends from the main line at Houston to the former city, a distance of 50 miles. The short distance between Columbia and the new port can be constructed in a few months, and, from personal knowledge of the receivers of the railroad, we are satisfied that they will push the work forward to completion as fast as it can be judiciously done.

A Refuge From Hatteras.

Ocracoke inlet was once an important navigable waterway between the sounds of Eastern North Carolina and the Atlantic. These sounds constitute an extensive inland sea twice as large as Delaware bay. Captain Wm. H. Bixby, U. S. A. engineer, who has been stationed on the South Atlantic coast for some years, and has been superintending the river and harbor improvements provided for by Congress, has recommended the reopening of Ocracoke inlet to navigation. His report to the Secretary of War contains tables showing that the drainage area of the rivers flowing into this splendid inland sea amounts to 26,351 square miles, and that the present commerce, which amounts to \$18,000,000 annually, "is mainly limited to that coming down these large rivers." He says also:

The land in the immediate vicinity is as yet comparatively undeveloped, but nearly 2,000,000 acres of land on the north and west of these sounds is of rich agricultural quality, well adapted to grains, grasses and vegetables.

In view of these and others facts, which he gives, Captain Bixby says:

Under these circumstances, I have no hesitation in saying that in my opinion Ocracoke inlet and its southern channel are better adapted than any other for improvement as a direct ocean outlet of Albemarle and Pamlico sounds, and their present \$18,000,000 of commerce; that this inlet can be improved to from 12 to 15 feet for the use of such commerce, and also as an inlet to a refuge from Hatteras storms, at an expense of from \$250,000 to \$600,000; and that such improvement is worthy of being undertaken by the general government.

This is a wise proposition for two reasons—one, commercial, the other philanthropic, and, coming from the able and experienced officer it does, it will command the serious attention of Congress.

For commercial reasons there should be a safe gateway between the sounds and the ocean. Eastern North Carolina is developing now, and would do so much more rapidly were it not for the fact that mariners dread Cape Hatteras, and consequently a great deal of the output of the products of that extensive region is by way of the tortuous and shallow Albemarle and Chesapeake canal, or by rail from Edenton and Elizabeth City. For the fresh fish and truck of all that section which extends from New Berne, on the Neuse river, to Currituck sound, quick transportation is absolutely essential, but for naval stores, lumber, corn and other land products that must seek distant markets, the ocean is the cheapest and the best highway, provided it can be readily and safely reached. Moreover, the oyster industry (now in its infancy) of Pamlico sound will soon assume enormous proportions and require a large fleet to carry away the annual harvest.

The philanthropic reason for such an improvement is that from the mouth of the Cape Fear to the capes of the Chesapeake there is no harbor of refuge, and the so-called

Hatteras coast is the most dreaded by seamen of any between Eastern Maine and the Florida Keys. The banks are the graves of the hulls of hundreds of vessels covered by the ever-shifting sands, while here and there, at frequent intervals, the foaming surf dashes over what is left of the machinery of steamers that were driven ashore. Ocracoke Inlet, improved on the line Captain Bixby recommends, would relieve this dangerous coast of its terrors by establishing a refuge from the frequent tempests. When human lives are in question the cost of their saving ought never to be considered, but when, as in this case, so small a sum is required for a work that will mean so much to those "who do business on the great waters," there ought not to be a moment's hesitation about adopting the plan and making the appropriation.

THE woodman of our age does not "spare that tree." He and his kind cut down everything that is merchantable and then depart. Where these industrial destroyers of the forests have been felling hardwood trees they often leave behind them in the stumps more actual value than was hauled to the saw mills in the form of logs. The Southern Lumberman refers to this, saying:

The redwood lumbermen in past years had no use for the great redwood stumps which so thickly dotted the ground where had stood the giants of their forests. Now, though, they are being utilized as the most valuable part of the tree. With rich, reddish, cherry and lustrous brown colors, curly, wavy grain and a density and hardness equal to walnut, the butt cut will be an article greatly coveted by makers of furniture and cabinet goods as well as the manufacturers of the higher grades of interior finish.

Some years since, when visiting a friend, a manufacturer of fine furniture in a large city of Kansas, the writer was struck with the remarkable beauty of the panels of his bank counters and office desks. "Where did you get such beautiful black walnut?" he inquired, and was forthwith taken out into an extensive yard, where were heaped hundreds of stumps in scraggly disarray. "These are my fortune," said the manufacturer. "In the bottoms hereabouts there were once hundreds of splendid trees. All have been cut down and the logs shipped away. I knew that the finest part of the tree was the stump, and when the rage began here for fine office furniture I went quietly to buying all the stumps that were sound within a radius of ten miles. They cost me about ten cents apiece in the ground and about \$1.50 more on the average to dig and to haul here. I have made more than \$5,000 net out of them already over and above the usual profits of the trade, and I would not sell this lot as it lies for \$10,000 cash."

Perhaps some of our friends in the South who sold their standing timber for a song may have in the sound stumps that the woodmen left behind them very handsome undeveloped properties...

Something to Think About.

Here are two paragraphs from the Manufacturers' Review and Industrial Record that supply subjects for serious thought.

The first, which we specially commend to the attention of our friends of the Farmers' Alliance, tells of the increase of cotton production in Central Asia, and of the consequent loss of the Russian market by American planters. It says:

Until within a very few years Russia has been almost entirely dependent upon the United States for its supply of cotton, and in 1887 as much as \$50,000,000 worth of American cotton was imported into the Czar's empire. Since then, however, the foreign importation has fallen off and the supply has been drawn from Central Asia, where the growing of cotton from American seed was inaugurated a few years ago. Last year nearly 40,000 tons of Turkistan cotton entered Russia over the Transcasian railroad. In the Province of Serghana alone more than 150,000 acres of first class land are to be given up to the planting of cotton during the present year, and large tracts around Merv are to be devoted to the same purpose. Even the Czar himself has become a cotton planter, and is raising an immense crop upon his vast Central Asian estates at Murghab. It is not, however, understood that the imperial cotton bales command any premium in the European markets.

Suppose that our Alliance friends succeed in establishing their sub-treasury scheme, and at all places in the cotton region where petition is made for them warehouses shall be established and money be advanced on the crop when delivered, what would the first result be? Would it not naturally be a considerable increase in the production, because the planter would be certain to get his money and to have the government set the standard of value for his staple? The presumption of the Vance bill and of the Alliance that is behind it, is that the United States has virtually a monopoly of cotton production.

What would be the second result? Would it not stimulate production in Central Asia to such an extent that Russia and England would get the main part of their respective supply from that region, themselves dictating the prices which they should pay for it? These are some of the things our Alliance friends should consider before they press this matter too far.

The second paragraph, which conveys valuable information to American spinners, is as follows:

One of our transatlantic contemporaries calls attention to the remarkable fact that while the exports of cotton yarn from England to China and Japan declined from 47,000,000 pounds in 1881 to 27,000,000 pounds in 1886, the exports of the same class of goods from Bombay to the same countries increased from 8,000,000 pounds in 1876 to 78,000,000 in 1886. This year it is estimated that Bombay with her 2,700,000 spindles will export 110,000,000 pounds of cotton yarn. This is in addition to the export of cotton cloth from Bombay, which last year amounted to 60,000,000 yards. The United States, with its 15,000,000 spindles, last year exported only 120,000,000 yards of cotton goods. Considering the fact that sixteen years ago there were only nineteen mills in the whole

of India, operating not much more than 500,000 spindles, a comparison of the figures given from the two countries furnishes abundant food for the reflective mind.

The cotton manufacturers of this country do not need to be told that the peoples of China and Japan are as skillful at all handicrafts as any in the world. They are adepts in the manufacture and use of machinery. Their laborers thrive on wages upon which Americans and Europeans would starve. They have been buying the looms and other appliances of cotton mills, getting always the best and latest improvements. There is no international patent law. What Americans or Europeans may devise to cheapen or to facilitate production they can obtain. But one set of machines and devices are enough to give them models. Their own mechanics can make as many duplicates of them as may be wanted. They, like our New England friends, are fast learning the economy of buying their yarns and doing their own weaving. Is it not simply a question of time when those almond-eyed peoples will produce all the cotton goods they will need?

In both these paragraphs there is something to think about.

Bluffton.

Bluffton, Alabama, is one of the new towns in the iron district of that State that is forging ahead steadily, after having built a strong foundation upon which to rear a substantial municipality. Its business and industrial interests have been fostered by the Bluffton Land, Ore & Furnace Co., which has a capital of \$1,000,000. There have been some recent changes in the executive officers of this company that have brought new energy and great experience into its management.

As now constituted, the official force comprises: President and general manager, Hon. S. J. Anderson, of Portland, Me., president of the Portland & Ogdensburg Railroad Co.; vice-presidents, Col. C. T. Wilson, 10 Wall street, New York, president of the Birmingham, Blocton & Briarfield Railroad, and Hon. Henry R. Shorter, president of the Railroad Commission of Alabama; treasurer, J. A. Flomerfelt, 177 Broadway, New York.

All these are able and well-known men. President Anderson is particularly strong in New England and in Northern New York, where his executive ability and financial wisdom are held in high repute.

Bluffton is the center of a great iron-making industry. It is situated on the main line of the East Tennessee, Virginia & Georgia Railroad, and is but one mile from the East & West Railroad of Alabama.

The company states that it has already secured enough manufacturing plants to make it certain that Bluffton will be a city of many diversified industries. Among these is one the like of which can be found

nowhere in the South or West. The American Arms Co., of Boston, it is said, will transfer its capital and machinery to the new town and resume the manufacture of guns and pistols there. This company has \$200,000 capital and employs 200 skilled workmen. The armory will be a brick building 300 feet long. A large foundry and machine shop and various other plants have also been secured. A bank will be opened at an early day.

Aside from these certainties of varied industrial establishments, Bluffton is to have an institution that will attract thousands to the place and that will make its name famous throughout the land. The "University of the Southland" is to be located there, and a magnificent building to cost one and a-quarter million dollars will be erected for its use. The Bluffton Co. will contribute \$500,000 to this educational institution. The front of this building will be built of a cream-colored sandstone which abounds in the immediate vicinity.

A special excursion of Pullman cars will leave the depot of the Old Colony Railroad in Boston on the 26th inst., and will carry a large party to Bluffton, by way of Washington and the Shenandoah valley, to attend the great sale April 30 of land belonging to the company. The cost of the trip, which will occupy ten days, is but \$55, which will cover all expenses.

The industrial future of Bluffton is so well assured, its location is so fine, its educational advantages are to be so great, that whoever invests in that town in this stage of its development can feel perfect confidence of realizing large profits in the early future.

THE date given in a former notice for the convention of Northern citizens of the South at Douglasville, Ga., was incorrect. June 18th is the time assigned for the proposed meeting.

THE Western Maryland Railroad Co. proposes to add largely to its traffic facilities. An open letter (which appears elsewhere in this issue) from President Hood and the board of directors of the company gives full details of the plan. All interested in Baltimore's prosperity should carefully read this communication, which is earnestly commended also to the attention of the city council.

An editorial reproduced in this issue from the American Economist, entitled "Prices and Wages in the West," contains several statements of facts that illustrate the benefits of diversified industries to agricultural communities. They also demonstrate what ought to need no demonstration, that productive labor furnishes the materials upon which trade and commerce are maintained and that there can be no permanent prosperity for the latter unless the first is fully protected.

DALLAS.

The Magic Metropolis of the Southwest.

A Story of Wonderful Progress in the Lone Star State.

[Special Cor. MANUFACTURERS' RECORD.]

DALLAS, TEXAS, April 18, 1890.

This is Dallas, Texas. It is a good name, for it was the patronymic of one of the vice-presidents of the United States. All the same we wish there were not quite so many, for it makes confusion in the postal service when a man does not write plainly. There are thirteen towns and postoffices in the United States that are thus named, and yet this is the Dallas of them all. Not only is it larger than any of the remaining twelve, but this great Commonwealth came into the Union during the administration of James K. Polk and George M. Dallas. But, what's in a name? Dallas is Dallas, not because of its name, but because of its advantageous situation, its splendid climate, its fertile surrounding country, and its energetic and public-spirited citizens.

To prove the foregoing let me recite briefly what Dallas is, and what it has:

1. Its population is estimated to be 60,000, and by the time the census enumerators begin their work that figure may be somewhat increased.

2. It is enabled to communicate with the rest of the world by its five railroads.

3. It has now civic, religious, financial and social organizations and business establishments conducted by firms or individuals, that equal in number (if they do not surpass) those of any other Southern city in proportion to population.

This may seem a bold statement; wherefore, to prove it, I will give an approximate list:

Thirty-four separate church buildings of all denominations, of which twelve are colored churches.

Fourteen public and fourteen private schools and 112 teachers.

Ninety-one lodges and social organizations, including three Masonic, three Odd Fellows, three Knights of Pythias, three Knights of Honor, three Red Men, four Knights of Labor, five military, ten Hebrew, nineteen religious, missionary, etc., and the rest literary, social, professional or national.

Public library and free reading-rooms, books, newspapers and magazines.

Five daily newspapers, seven monthlies, sixteen weeklies and two semi-monthlies.

A high school property that cost \$45,000, modern equipment.

A \$55,000 opera-house property.

The Dallas club-house property, costing \$85,000.

These facts tell in part the story of our religious, educational, social and associational conditions.

Financially we are all right. Eight national and four private banks are located here, with a capital and surplus of \$3,600,000 and with an average deposit line of \$5,500,000. Besides these, five home and over twenty European and American investment companies make it the headquarters for their branches, which loan on farm, ranch and city properties over \$10,000,000 annually. There are also eight local building societies and four strong national associations, with an authorized capital of \$500,000,000. The clearing house shows clearings for 1889, \$57,828,000, against \$43,967,000 for 1888, and \$13,161,000 for 1887.

Dallas has 125 factories, with more than \$4,000,000 capital, that employ 3,000 hands, with a yearly product of \$8,200,000. The Dallas Cotton & Wool Mills have a capacity of some 14,000 yards daily production, its capital stock \$250,000. A 1,000,000-

bushel elevator, costing \$175,000. Flouring mills, four in number, with a capital of nearly \$350,000, will turn out some 2,000 barrels daily. Besides these there are a clothing manufactory, capitalized at \$500,000, several implement, machine and hardware companies, with \$500,000 capital stock, also a number of lumber and planning mills, brick, ice, soap, drugs, tinware, canning, jellies, preserves, pickles, etc., office fixtures, sash and door and other factories. A packery has been recently organized with a capital stock of \$250,000. Located in the heart of the corn-growing region, the future of the beef and pork-packing business is practically limitless, and yet there are scores of other industries, such as furniture, paper and rope factories, etc., that would thrive here and yield fine returns. The institutions already under way have come like Chicago's in proportion to collateral, enterprise and commercial transactions, and must gradually expand into more mammoth proportions. Not simply as a distributor has Dallas this great empire to supply with all manner of products and material, but the Territories and States to the north and northwest of us, Arizona, Colorado, New Mexico, Indian Territory, etc., and the imperial domain of Mexico will look to this point for raw materials and manufactured products as well, thus making it a veritable New York for all this portion of the continent.

Dallas is not only a, but the railroad center of Texas. To-day, railways connecting it with every section of the Union radiate in a dozen different directions, and so make it the recognized railway center not only of Texas, but of the Southwest. It is thus in immediate communication with the extensive live-stock, mineral and fruit belts, as well as the farming portion of the State. It is also the headquarters for the Texas agricultural implement trade, there being some 75 agencies established here from all parts of the country. It is the second largest depot of the kind in the United States, and is the distributing point for all farm and mill machinery.

As an interior commercial center Dallas is without a rival. Her wholesale and jobbing trade has assumed proportions in its steady and healthy growth far exceeding the most sanguine hopes of even those citizens who fully recognized the supremacy of Dallas, long since established, as a railway and financial center. These facts, combined with the financial, the railway and other facilities for the transaction of all manner of business, have for several years past stamped Dallas as the great centropolis, the very gate way of its surrounding empire of wealth and power. No longer seeking, she is sought. Wheat, corn, cotton and cattle and the other products of the prairies and the pineries thus naturally drift to Dallas for storage, sale or distribution, as its location makes it the intermediate depot for them all. The trade of the city in 1889 amounted to nearly \$31,000,000. An idea of the magnitude and variety of the business done here may be had from the following Dallas postoffice exhibit, which, like the bank clearings, is an unfailing barometer to indicate the true extent of growth and character of a city's progress:

Domestic orders issued, 4,861 — \$61,163.99; postal notes issued, \$4,426.27; international orders issued, \$6,057.03; fees on same, \$611.65; total, \$72,558.94.

Surplus money orders remitted to this office from 129 offices, \$427,196.78.

Total postal receipts year 1889, \$90,233.29. Receipts for last quarter, \$25,626.93.

Receipts for month of December, \$9,355.32.

Money order department for 1889 shows, from all sources, \$1,470,386.29.

Some progressive towns, with "a vaulting ambition that o'erleaps itself," get loaded down with debt. Not so Dallas. This city's financial condition is eminently solid.

The public debt amounts *in toto* in bonds to less than \$1,000,000, of which \$625,000 bear an interest of only 5 and 6 per cent. per annum, the last issue of 5 per cent. selling at 105. This is comparatively light considering the wealth and the assets of the city, the latter consisting of a city hall and grounds worth \$150,000, water-works plant worth \$505,000, public school buildings and grounds worth \$250,000, real estate valued at \$150,000, engine-houses, fire apparatus, etc., estimated at \$65,000, or an aggregate of \$1,120,000. The city tax is 1½ per cent., which, based on 60 per cent., \$65,000,000, yields some \$367,500 per annum revenue.

Assessable values have kept pace with the increase of population and business. The assessed value in collector's books is:

Total assessments 1889	\$2,602,520
Total assessments 1888	13,611,659
Total assessments 1887	11,998,346
Total assessments 1882	4,000,000

One hundred per cent. gain in two years just past.

I might go on indefinitely telling about our water works, our fire department, our seventeen miles of macadamized streets and our nine miles of bois d'arc paved ways, of our electric plants and gas works, of our eighteen miles of public sewers, of our five lines of street railway with their twenty-three miles of track, of our three rapid transit lines, covering ten miles, and our electric line, covering four miles and soon to be extended, and of a multitude of other things that would show that Dallas is behind no city in the Union in the adoption of all the adjuncts of the most advanced civilization. But other letters are to follow this, and I forbear.

There are two organizations in this city that must be noticed, or this letter would be incomplete. These are the Dallas Board of Trade, O. P. Bowser, president, and the Dallas Manufacturers' Aid & Improvement Co., E. P. Cowen, president.

The membership is composed of leading merchants, bankers, manufacturers, etc., thus forming the most effective of all conceivable agencies for the building up of the city's best interests by the frequent compilation and distributing of statistical and other valuable information concerning the advantages, opportunities and general status of Dallas, as well as the considering of the many propositions and questions involving the principles of trade, traffic, industries, etc., and the particular welfare of Dallas and the country bearing relations to it. The last of these two efficient bodies was a spontaneous creation, so to speak, evolved from the necessity of the situation. Dallas business men were disposed to encourage new enterprises by giving them sites and by contributing to their capital stock. But they were all too busy with their own affairs to give much time individually to the consideration of every new scheme proposed to them. So they got together, organized the Dallas Manufacturers' Aid & Improvement Co., with an authorized capital of \$500,000, paid in \$230,000 to the treasury and stand ready to pay in the rest when needed. This company has bought 400 acres on the north side of the city on the line of the M. K. & T. Railway. A rapid transit line will connect this property with the city; the water is pure and abundant, and the drainage of the land is excellent. This land has been platted into avenues and streets, a portion with switch facilities being reserved for the location of factories. Here they will give sites to every manufacturer who can convince them that his business is practicable, and if desired they will take stock in a company to engage in it.

This is a splendid idea and is believed to be an original Dallas invention. It is, at all events, an excellent illustration of the practical manner in which our business men manage their own and the public's affairs.

A Diplomatic Analysis of Diplomacy.

WASHINGTON, D. C., April 19, 1890.
Editor Manufacturers' Record:

When is subsidy "not subsidy"? When it is diplomacy.

Two distinguished diplomats, ambassadors to the United States from the most potent nations of the world, have recently issued official declarations denying that their governments subsidize shipping, when the records of their home offices and their parliamentary papers and enactments establish the fact that the shipping of their respective countries is subsidized beyond all possibility of contradiction or pardon of denial, except upon the subterfuge of diplomacy in the perversion of the true intent and actual provision of the law by shrewd argument for the purpose of "holding back a part of the truth."

Talleyrand, that able and shrewdest of modern diplomats, when asked to give his candid opinion of diplomacy, frankly replied, "Lying!"

Webster, that scientific philologist, proved himself to be a more nearly perfected diplomatist than Talleyrand, if not so frank and truthful, by defining diplomacy more delicately in teaching America's school-children that diplomacy was "dexterity or skill in securing advantages."

Ananias, that skillful diplomatist of the first century, agreed with both Talleyrand and Webster in defining the etymology of the artful profession, but was more successful in teaching than in practicing, as he schooled his wife to perfection in that essential qualification of diplomacy—firmness of holding to the "advantage secured"; but Ananias and Sapphira lived and died before the porch of Solomon's Temple, at Jerusalem, A. D. 33, and all too soon for the delicate art of diplomacy to be appreciated by the public or "unto God" in "holding back a part of the truth."

St. Peter, the bold and inspired dictator of that period, defined diplomacy as "holding back a part of the truth," which he thus expressed in words of Christian moderation; but not sympathizing with skilled diplomats, he refused to tolerate the practice of the art in the Court of the Most High Judge, and punished those two shrewd diplomats by death. What would be to-day the consequences to these two eminent and distinguished foreign diplomats in "holding back a part of the truth" if they were to be judged by St. Peter in their declarations that their governments do not subsidize, as I shall prove, by the following figures and facts, that theirs are incorrect statements, and only arguments skillfully expressed to secure advantage in the competition of nations for the command of the commerce of the world? "It is not subsidy," they say, but "subvention," "mail pay" or "contract for certain privileges."

Is not this merely skillful or diplomatic misrepresentation?

Let us first review the cause of these definitions of diplomacy.

The Chamber of Commerce of Charleston, S. C., a few weeks ago, together with nearly 100 other prominent commercial organizations in almost every State of the Union, adopted resolutions approving the tonnage bill for the revival of American shipping.

This patriotic and practical action naturally excited the British sympathizing organ of South Carolina, the Charleston News and Courier, which awoke in indignation, and sounded the curfew bell, as in olden times, "to call the darkies in," as we termed it in old Confederate days.

The result of this was to alarm a small phalanx of our much respected old friends, who, not in public meeting, but under protection of the Charleston News and Courier, declared the patriotic action of the Chamber of Commerce "anathema," and repudiated it.

Faithful to his protective duties to British subjects, the British consul at Charleston invoked the aid of His Excellency the British Minister, at Washington.

Here is the proof from an editorial of the News and Courier of Charleston:

"In order, however, that we might permanently disable the story about British subsidies and compel the lawyers employed by parties at the North to place it in the dry-dock for repairs, we requested Mr. F. J. Cridland, Her Majesty's consul at Charleston, to obtain from Her Majesty's minister at Washington a plain and categorical statement upon the subject."

Exactly! The News and Courier did not inquire of the Secretary of State of our own government for unbiased facts and explanation, but sought a diplomatic subterfuge to befog its faithful disciples and readers if possible. Whereupon the British consul received the following letter:

"BRITISH LEGATION,
WASHINGTON, February 1, 1890.

Sir—In reply to your letter of the 29th ultimo, I am directed by Sir Julian Paunceforth to inform you that as far as he is aware Great Britain subsidizes no ships engaged in its commerce. Mail contract are, of course, made with different lines of steamships, but these cannot be called subsidies.

Yours faithfully, M. H. HERBERT,
Second Secretary.

H. B. M. Consul, Charleston, S. C."

"This," said the News and Courier "disposes very effectually of the story about British subsidies." Oh, certainly, to the credulous!

Don't be so certain, friends and old comrades. "Great Britain subsidizes no ships engaged in commerce?" Why, friends, what makes commerce but regularity and frequency of a country's mail service, domestic or foreign? There is no more difference between the two in demand for protection of government than between son and daughter in protection of the parent.

What agency establishes commerce but the mails?

What influence guides it but the shipmaster?

What assurance saves the exported goods from misrepresentation?

What guard keeps the brand or trade mark pure and protected?

What strength defends the packet boat but the fast mail steamship?

Why, friend, whoever it was—that waxed so indignant about the fact that England does pay from four to five million dollars per year for developing her commerce, there is no use for anybody to deny it by "dexterity or skill in securing advantage," according to Webster; or, by "lying," according to Tallyrand; or, by "keeping back a part of the truth," according to St. Peter; for the following official data is irrefutable:

SUBSIDIES PAID BY GREAT BRITAIN TO SHIPPING.

Years. Amount. Remarks.
To 1860 \$5,200,000. From report British Commission of Revenue Inquiry.

To 1860 8,628,200... Averaging \$392,200 yearly.
4,725,000... Secretary's report examination, British Finance Committee.

1861 to 1860... 1,655,000...
1861 to 1860... 5,855,000... Making to this date, \$25,063,000.

1861 to 1860... 6,000,000...
1861 to 1860... 25,000,000... From the General Post-office alone.

Do... 37,000,000... Additional from Mercantile Marine fund.

1861 to 1860... 60,000,000... From the General Post-office alone, subsidies not included.

1861 to 1860... 25,000,000... From General Postoffice fund alone in five years.

1866... 4,227,018... From General Postoffice fund alone in one year.

1867... 4,079,966... Do.

1868... 4,047,586... Do.

1869... 5,481,699... Do.

1870... 6,107,761... Do.

1871... 6,070,741... Do.

1872... 6,693,500... Do.

1873... 5,695,296... Do.

1874... 5,697,346... Do.

1875... 4,860,000... Do.

1876... 4,420,000... Do.

1877... 4,255,130... Do.

1878... 3,813,800... Do.

1879... 3,801,205... Do.

1880... 3,865,260... Do.

1881... 3,592,230... Do.

1882... 3,524,330... Do.

1883... 3,608,800... Do.

1884... 3,608,355... Do.

1885... 3,642,055... Do.

1886... 3,662,505... Do.

1887... 3,625,915... Do.

1888... 3,490,564... Do.

1889... 3,184,425... Do.

\$283,178,988

Additional funds have also been granted from the Board of Admiralty and from the special mercantile fund, and from other extras which are disguised sources of aiding British shipping.

The above is prepared from official British reports of the periods named, all of which can be proven by the said documents, and given in evidence by me before the United States House of Representatives committee on merchant marine, now in session, and investigating this the most important economic of the day to our people of every locality, every section and every seaport or inland village of our country. British reports until the last few years called this subsidy, but now it is called, diplomatically, "subvention," "mail pay," "special mercantile fund," "grants from the Board of Admiralty," and by other terms. The difference is but the same as the diplomacy which calls the devil Mr. Satan.

But let us look into the detail of this subsidizing of England, for subsidy is purely an English word, and has been always especially used as a term in all British shipping contracts. Who will deny this fact? Let us take the British Postmaster-General vs. the British Minister:

BRITISH MAIL SUBSIDY.

REPORT OF BRITISH POSTMASTER-GENERAL, 1888.

Line of Packets.

Contracts. Commencement. Termination. Payment.

Contracts with Colonial Governments.

1 Sept., 1876	On 6 months' notice...	£4,888
1 July, 1878	On 6 months' notice...	8,370
Contracts with Colonial Governments.		2,774
1 Feb., 1880	On 31st January, 1888...	5,213

360,000

EAST COAST OF AFRICA: Aden and Zanzibar.

EUROPE: Dover and Calais.

Dover and Ostend.

Malta, &c.

NORTH AMERICA: United States.

Halifax, Bermuda and St. Thomas.

PACIFIC: Fortnightly service from Liverpool.

CAPE OF GOOD HOPE AND NATAL.

CYPRUS AND ALEXANDRIA.

EAST INDIES, CHINA AND JAPAN.

EAST COAST OF AFRICA: Bi-monthly service.

Non-contract service.

Additional Services: Liverpool and Puerto Cabello, Tampico and Santa Martha.

Belize and New Orleans.

Turk's Island and St. Thomas.

WEST COAST OF AFRICA: Bi-monthly service.

Non-contract service.

Additional Services: Liverpool and Santa Martha.

Belize and New Orleans.

Total

Detailed statement from "Financial Account" shows.

12,034

4,500

640

1 Dec., 1877

On 6 months' notice...

96,590

1 Jan., 1878

On 12 months' notice...

17,500

1 July, 1878

On 6 months' notice...

3,418

1 Jan., 1880

On 31st December, 1885.

80,500

415

1 Oct., 1881

On 6 months' notice...

764

Contract with Honduras government.

terminating on 30th September, 1889.

Contract with Turk's Island government

No contract

300

9,082

608,766

£674,626, or \$3,870,000

RECAPITULATION OF THE CONDITIONS BY THE SAME BRITISH SHIPPING COMPANIES.

Company. British. Expenses. Earnings. Net

Peninsular & Oriental... \$9,132,000 \$10,347,000 \$1,215,000

Pacific Steam... 6,024,000 6,506,000 484,000

Royal Mail... 3,545,000 3,540,000 \$5,000

*Loss

Here is seen the margin of profit, plus the subsidy from government, which is the only means of deriving a profit.

It appears that the Royal Mail fully exhausts its earnings, and yet that company declares a handsome dividend. The secret of this remarkable result is found in the following general provision in British steamship contracts, which I review in full detail, viz.:

"Whenever the annual income of the company from all sources does not admit of the payment of a dividend of 8 per cent. on the capital employed, the subsidy shall be increased by so much—subject to a limit of £100,000 (\$500,000)—as is required to make up such a dividend; and, on the other, that whenever the income is sufficient to allow a dividend exceeding 8 per cent. to be declared, the company shall pay to the Postmaster-General one-fourth of the excess."

Thus in return of dividend we find the following:

EVIDENCE OF "SHORT EARNINGS" BEING MADE "LONG DIVIDENDS."

Dividend paid in 1880.

Bounty received in 1880.

Percentage of bounty on dividend.

Amount of dependence upon British Exchequer.

British.

Peninsular & Oriental... \$725,000 \$3,415,000 335 \$1,690,000

Royal Mail... 225,000 490,000 230 265,000

Pacific Steam... 390,000 115,000 ... No opposition, a monopoly.

Let the News and Courier, the Charleston British consul or the distinguished British ambassador deny these facts from the official record of their government if they can.

Now let us turn to Germany. Let us make a research into the archives of that eminent and brilliant statesman, Prince Bismarck, and examine the pronouncements of His Majesty Emperor William.

After utilizing the British consul at Charleston, a like service was required of the German consul, as will appear upon reading the following editorial from the

Charleston News and Courier:

"It is now claimed that Germany is building up its commerce by government subsidies to its ships. But this claim is likewise without foundation in fact. In compliance with the request of the News and Courier that he would ascertain whether it is true that Germany grants subsidies to ships engaged in its commerce,

Mr. C. O. Witte, the German consul at Charleston, addressed a letter to the German ambassador at Washington, to which he has received the following reply:

KAISERLICH DEUTSCHE GESANDTSCHAFT,

WASHINGTON, D. C., Feb. 7, 1890.

In reply to your favor of the 3d instant I can state that, as far as my knowledge goes, no subsidy is given by the Imperial German Government towards the building of merchant vessels.

The Imperial Ambassador,

Arco.

To the Imperial Consul,

Mr. Witte,

Charleston, S. C."

So thus Mr. Witte is put to his "wit's end," and is backed up by his distinguished Imperial Ambassador, His Excellency Count Von Arco, but not by His Imperial Majesty William, German Emperor, as proven herewith:

"BERLIN, April 6, 1885.

We, William, by the grace of God, German Emperor, King of Prussia, etc., do hereby ordain in the name of the Empire, by and with the consent of the Federal Council and the Reichstag, as follows:

"SECTION 1. The Imperial Chancellor shall be authorized to commission, upon acceptance of a limited number of proposals, suitable German contractors, either severally or jointly, for a term of not exceeding fifteen years, with the establishment and maintenance of regular mail steamship communications between Germany on the one side and East Asia as well as Australia on the other side, and in the contracts to be concluded on this subject, to grant subsidies from the public funds of the empire to an amount not exceeding 4,000,000 marks per year."

NOTE.—Section 2 provides for the payment of 400,000 marks per year for a branch line from Trieste via Brindisi to Alexandria.

Now, Mr. Editor, I meet the German ambassador to the United States face to face with the edict of his late Emperor, and I challenge his refutation of the truth that the above is at variance with his denial. The grand old Emperor in his edict says verbatim, "to grant subsidies," etc. The great hero was not a diplomat nor a politician. He was a statesman and an Emperor, and he told the solid truth.

Both England and Germany guarantee a subsidy to encourage shipbuilding and shipowning even before the line is established.

Only one word more.

It has pleased the News & Courier to close its editorial as follows:

"But neither England nor Germany has

an American shipping and industrial league." No, they never will have such an honorable protectorate organization. But England has a corrupt world-monopolizing British Lloyds that has the audacity to officially offer to treat with our United States consuls confidentially.

What has the News and Courier and its protector, the British consul at Charleston, to say to this?

What has the News and Courier to say to its un-American policy of running around to the British and German consuls for help to ruin the progressiveness, the prosperity of the merchants of Charleston and the people of the South?

What have these foreign ambassadors to say in behalf of their impolitic meddling with our American legislation, our journalism and our commercial organizations to prejudice our economic interests and industries for the benefit of their countrymen?

What has our American Congress to say about this undiplomatic action?

Minister West was recalled for a much less serious and more innocent *faux pas*. But this has become so usual that anything seems pardonable if misrepresenting American shipping.

If the Charleston News and Courier wants any more of this argument of the humbuggery of diplomatic denial that Great Britain and Germany and all other first and second-class nations have done and still do subsidize their shipping, let it seek knowledge fairly and squarely, and the scales will fall from its eyes as from Saul's, and it will learn that even if subsidy is not subsidy, but subterfuge in diplomacy, yet truth should be truth among all honest men.

I have never met a man who could calmly present a practical illustration or make a truthful assertion on the un-American side of this question; therefore, in my disappointment, may I be pardoned for so lengthy an analysis.

Respectfully yours,

CHAS. S. HILL.

Within the Bounds of Reason.

The users of cotton long ago decided that the best thing to do was to buy stocks for the season. In the main, their judgment was right. The price of cotton is not subject to frequent fluctuations, but it is quite within the bounds of reason to say that cotton prices are more likely to decline than advance. Among the reasons for this statement is this one, that a stimulus has been imparted to the cultivation of cotton that will probably carry the production to a relatively higher level than its consumption. But predictions are dangerous. European requirements are liable to very greatly expand. Egyptian and Asiatic supplies are not reliable. Railroad construction in the South has opened up much new territory. Southern cotton mills have greatly increased the demand for it. The possibilities of the export trade are as yet unknown. While the actual cost of raising cotton has declined very little, the demand has increased, and the planters are finding their condition growing gradually better. Fortunately for the South, it is no longer a cotton-producing section exclusively, but it is the theatre of a wonderful diversification of industries interdependent and mutually supporting. The utilization of cotton by-products, as they might be termed, has helped the planter a great deal, and the adoption of improved tools, implements and machinery, together with a general shortening of the distances to markets, have all helped to increase the results so far as the planter is concerned. Further economic methods and appliances are awaiting acceptance, and they will find an anxious body of planters ready to adopt whatever will reduce labor and increase production.—The Industrial Review and Textile Reporter.

FLORENCE, S. C.

A Growing Carolina Town.

A Review of What It Has and What It Is Doing.

[Special Cor. MANUFACTURERS' RECORD.]

FLORENCE, S. C., April 17, 1890.

The following special in the Charleston World of to-day gives in short, concise paragraphs a resume of the progress of Florence, and shows what is thought of the place by the other cities of the State:

"The flourishing little city of Florence is now on a solid and substantial boom, as at present the outlook for factories is very bright. The city is well located and has plenty of railroad facilities. It is surrounded by pine forests and is well drained. The climate is pleasant the year round and averages about 70°. The railroads are the Northeastern, the Wilmington, Columbia & Augusta, the Cheraw & Darlington, Cheraw & Salisbury and the Florence Railroads, with the proposed Atlantic & Knoxville Railroad, which alone is a big advertisement for the city, and has done a great deal to build it up.

The Atlantic Coast Line machine, foundry, blacksmith, coach and repair shops are located here and employ several hundred men. Several thousands of dollars are left here monthly from this pay-roll.

Florence has eight churches, representing the most popular denominations, all of which have large, neat church buildings and parsonages.

The schools are second to none in the State, and are well officered.

At the next census Florence will show a population of 5,500 within her corporate limits.

Strangers come here daily and locate. Real estate is rapidly advancing, and lots that sold ten years ago for \$200 have been resold within the last month for \$2,500. Lots in the suburbs are worth three times more than a year ago.

The Tobacco Manufacturing & Warehouse Co. has begun actively to work at building.

There are three brick manufacturing companies here. Bricks can be bought for about \$6 per thousand.

The Florence Cotton Oil Mill has been run one season and did a heavy business. The mill, it is expected, will be enlarged by next fall.

The macadamized road, running from the passenger station to the National Cemetery, nearly two miles long, will soon be completed. This road was built by the United States government at a cost of about \$15,000. When completed it will be a lovely drive.

The new courthouse and jail, which were built by the city at a cost of about \$25,000, have been completed, and will soon be turned over to the county commissioners.

The Bank of Florence is one of the best paying institutions in the State. The capital stock has been increased to \$50,000 within a year. The deposits amount to \$50,000. The surplus fund is \$5,000. The bank has a savings department which pays 4 per cent.

The Union Trust Co. expects to do a general banking business within the next few months.

The city has purchased a tract of land of eight acres and has laid it out as a park. It will be beautified and arranged in good shape.

There are three hotels here which furnish the best of accommodations.

The telegraphic, railroad, mail and express facilities are of the best, and are accessible to the business portions of the city.

There are three large livery, feed and stable stables here, and an immense amount

of stock is sold in this market. Teams can be had at any of them and at all times.

The prominent societies are the Masons, Knights of Pythias, Knights of Honor, American Legion of Honor, Brotherhood of Locomotive Engineers, Chosen Friends, and United Machinists and Mechanical Engineers, all of which meet periodically in Pythian Hall.

The Florence Messenger, a weekly newspaper, is ably edited by Mr. J. W. Hammond, who is full of push and energy. The Florence Times, The Centenary and the Baptist Herald are published here by Messrs. Prince & Starr.

The Mechanics' Building & Loan Association is the only one of the kind we have.

The Baptists will shortly begin the erection of a large brick or a stone church to cost about \$10,000 or \$12,000 on the ground where the old church now stands.

Mr. E. Crawford will shortly build a large brick hotel at the corner of Dargan and Front streets on the Sternberger lot. The building will contain two stores down stairs and an office and about 75 rooms above.

Rev. B. G. Covington is now building a bath house and improving the grounds at the mineral spring.

A cannery factory will be built here this year by the citizens of this place.

Mr. John P. Coffin, general manager of the Carolina Real Estate & Investment Co. will soon have things ready to make a start on the street railway, and will have it run through the main streets from West Florence to Homeland.

The city fathers will soon take steps towards the boring of an artesian well, and the placing of water works for drinking and fire purposes.

Mr. John L. Barrenger will ere long begin the erection of a large three-story brick building at the corner of Evans and Dargan streets. It will be fronted with iron and plate glass.

Homeland is the new suburban town within the corporate limits of the city. There are about 300 lots in this 'burg, which were sold about a month ago, and in a short while another town will be built up 'within our own walls.'

The Florence Reed & Brass Band, lately started by our young men, is making good music, and it's a benefit to our city."

The World correspondent is nearly correct in his statements, but there are one or two additions I should make. The Bank of Florence is, as he says, an excellent paying institution, but at least \$150,000 more capital is needed, and the one who puts it here will reap an ample reward. We also need a first-class hotel here for summer tourists. The article states that the Mechanics' Building & Loan Association is the only one here, but the Carolina Real Estate & Investment Co. have just created a building fund from \$25,000 worth of their stock and propose to build for those who purchase. They also propose to cancel the mortgage they hold against the property in case of the death of the mortgagor.

Florence, South Carolina, is undoubtedly following in the wake of its sister Florence, in Alabama.

J. P. C.

SHEFFIELD, ALA., is but five years old, yet comparing her with many iron-making towns in the North she ought to be, by their standard of growth, at least fifty. What has made this young place grow from cipher to a population of five thousand, and, with five railroads, five blast furnaces and five millions of invested capital in five years? The situation gives the reply. Sheffield is at the head of deep-water navigation on the Tennessee and on the line of three railroads. Consequently her furnaces send their products to market at a minimum charge for freights. That statement tells the story of her wonderful growth.

FORT PAYNE.

Steady Progress on all Lines—A Rail-road to Be Constructed That Will Give a Direct Outlet to the Atlantic—Fresh Ore Developments of Great Value.

[Special Cor. MANUFACTURERS' RECORD]

FORT PAYNE, ALA., April 19, 1890.

Major C. O. Godfrey and W. P. Rice met a large number of capitalists in New York last Monday, at which time a construction company was organized for the building of the Fort Payne & Eastern Railroad. This road will begin, probably at Decatur, Ala., come to Fort Payne, embrace the ten miles of mineral road built by the Fort Payne Coal & Iron Co. and then be built to the Atlantic seaboard. Port Royal was to have been the objective point, but the people of Charleston are going to make a strong fight to secure the Eastern terminus of the line, because it will tap one of the richest mineral sections of the South. Besides the coal and iron of Alabama, the road will pass through the marble district of Georgia.

Information was received in this city yesterday from Boston that the construction company had not only been organized, but three-fifths of the stock is already taken, and the balance will be subscribed in a few days. It is expected that active work on the line will be begun in the near future. Major W. T. Carley, one of the most competent railroad builders in the South, is to be chief engineer.

The Bay State Furnace has been located and work on the plant will begin during the coming week. This furnace will have a capacity of 100 tons of iron per day. The capital stock is \$150,000, all of which has been taken.

The brown ore deposit, less than 1,000 feet west of Furnace No. 1, mentioned in my last, has surpassed all expectations. Already 14 feet of almost solid ore has been uncovered and the bottom of the deposit has not been reached. 1,000 feet west of where the men are now working, a second opening has been made and 14 feet of ore have been exposed to view. The outcrop has been followed 1,500 feet and how much further it runs no one can tell at present. Professor Brainerd, of Birmingham, says this ore bed is the richest in Alabama.

Furnace No. 1 is nearing completion. The furnace stack is lined, and nearly everything is ready for the blowing engines, which have not arrived yet. Superintendent Mullin expects to be able to blow the furnace in not later than June 1st.

All the framework of the buildings to be occupied by the basket factory is in position. This industry will be ready to start up inside of 45 days.

The buildings to be occupied by the Dustin-Hubbard Machine Works are being enclosed.

The Frambes Lumber Co. have their buildings about completed, and will be running with a full force of men inside of 15 days.

The fire-clay works are now making a splendid article of vitrified sewer pipe. The first kiln of pipe turned out was a perfect success. The clay is so well adapted for sewer pipe that it requires no mixing whatever.

Workmen are now laying the bricks on the second story of the main building of the Foster builders' hardware plant. This building will be under roof inside of 30 days.

The city council has decided to have the sewer system of the city built under the direction of the Board of Public Works. A. F. Payne has been appointed superintendent of construction.

Our hotels are crowded with strangers who are attracted, hither by the marvelous growth of the city.

J. M. V.

Subscribe to the MANUFACTURERS' RECORD. Price \$4.00 a year, or six months for \$2.00.

BRISTOL.

Notes from the Virginia-Tennessee Border Town.

[Special Cor. MANUFACTURERS' RECORD.]

BRISTOL, VA.-TENN., April 17, 1890.

A few items from Bristol, Tennessee-Virginia, about which the half has not been told, may be of interest to your readers. It is a fact that two years ago this was a struggling, insignificant village of less than 4,000 people; to-day we have a city of over 10,000 inhabitants, and, what is better still, the increase is composed of the very best element of citizens, among whom are men of large capital. In demonstration of this fact over one million and a half of money has been expended here in the way of new enterprises within the last 18 months, and our prospects continue to brighten.

The city to-day voted unanimously \$110,000 to the Danville & East Tennessee Railroad, which is now assured and will be built at once.

The Bristol, Elizabethton & North Carolina Railroad, to the vast iron fields in the vicinity of Cranberry, has been surveyed, and will be let to contract in a few days and completed to the iron beds by January, 1891.

Notwithstanding all our new enterprises now in successful operation and those actually projected, real estate is comparatively low, and any investment here in Bristol dirt will in a very short time reward the investor with a handsome profit.

As I predicted some months ago in the columns of the MANUFACTURERS' RECORD that the "Magic City" of Birmingham, Ala., would repeat herself in Bristol, I now see that vision being realized. And why not? Bristol has all the natural, mineral and mining resources that Birmingham has, and, in addition, has the finest climate in the world the year round. These are facts written from an unbiased standpoint by one who has no axe to grind.

I must congratulate you upon the MANUFACTURERS' RECORD. You are doing more for our rapidly-growing and beautiful Southland than any other journal published.

A.

[Special Cor. MANUFACTURERS' RECORD.]

FORT SMITH, ARK., April 15, 1890.

The past 90 days have been marked by great activity in Fort Smith, and the indications are that the present year will be a memorable one in our history.

The paving of Garrison avenue with vitrified brick is well under way, and is being rapidly pushed to completion. The curbing is of native stone, and the bricks are made from a decomposed shale, which is found here in inexhaustible quantities and is almost identical with the famous Akron (Ohio) clay or shale. The bricks are very tough and stand a pressure of 22,000 pounds to the square inch.

On April 1st a magnificent new iron railroad and wagon bridge, which spans the Poteau river at this place, was thrown open to the public. It is over this bridge that the Fort Smith & El Paso Railroad is expected to enter Fort Smith.

Jay Gould is now building a half million dollar railroad and wagon bridge across the Arkansas river at this place, over which the Kansas & Arkansas Valley Railroad, now completed to Coffeyville, Kans., will enter Fort Smith. The bridge will be completed by December, perhaps sooner.

The owners of the big flour mill, erected here last fall by the Fort Smith Milling Co. at a cost of \$25,000, are now making arrangements to double its capacity. When this is done it will make 250 barrels per day and be the best equipped mill in the State.

The bill granting the right of way to the Pittsburgh, Columbus & Fort Smith Rail-

road through the Indian Territory passed the House of Representatives the other day. This ensures the early building of that railroad to Fort Smith.

The coal output at this county for the year will exceed 1,500,000 tons. This is semi-anthracite, and is practically free from smoke and sulphur.

We have a large and successful wood-package manufactory in operation now which is turning out fruit crates, baskets, butter platters, berry boxes, salt and apple barrels, &c. It is in charge of Captain John Matthews.

Fall River (Mass.) capitalists are figuring on putting in a \$300,000 cotton mill at this place.

A second ice plant will be put in in the near future. The ground has been secured. Mr. Geo. Sengel, one of our most progressive citizens, is one of the prime movers.

R. H. ADAIR.

An Unconditional Surrender.

The Raleigh News & Observer says: "We learn that the Wilmington & Weldon Railroad Co. has agreed to surrender its right to be exempt from the payment of taxes, and will place its property on the same footing with that of individuals. The right of the company to be exempt from the payment of taxes is broad, clear and indisputable."

The legislature made a contract with it that the company should be exempt from the payment of taxes, and the Supreme Court of North Carolina and the Supreme Court of the United States have passed upon the contract, and have established it as law that the State is bound by it. And so that company has for many years gone along without contributing anything to the public treasury. And it could still continue to be free and exempt from taxation for fifty years. But the company has concluded that it will no longer insist on its privileges, and it has agreed hereafter to list its property and pay its taxes like other persons. The voluntary surrender of this valuable privilege is a matter calling for very favorable comment."

THE FORUM for May will contain ex-Speaker Carlisle's written reply to Senator Dawes's recent article on the first year of the administration of President Harrison. In the same number there is a review of Sir Charles Dilke's recent book, "Problems of Greater Britain," by Mr. Goldwin Smith, who gives special attention to the portions of Sir Charles's book that treat of Canadian problems. Mr. C. Wood Davis, of Kansas, who had an article in the last number of

The Forum to explain why the farmer is not prosperous, follows it with another article to show that the increase of population is greater than the increase of farming areas, and that consequently at no distant day the agricultural products of the United States will not be more than the people of the United States will require for their own consumption. A year or two ago a series of articles was published in The Forum, entitled "How I Was Educated." The contributors were presidents of universities and colleges, other prominent educators and men of letters. These autobiographical papers were collected and printed in a separate volume and now belong to the standard educational literature of the United States. The Forum announces that a new series of articles will appear forthwith on an analogous question, viz: What were the influences—the persons, the circumstances, the books—that have operated most to form the character and occupation of a number of notable scholars and men of letters and science? The contributors to this series will include eight or ten of the foremost men of letters, men of science teachers and statesmen, American and foreign.

Subscribe to the MANUFACTURERS' RECORD.

Prices and Wages in the West.

The following is an extract from a rather interesting letter which we find in the London Fair Trade from Wisconsin, sent in relation to a recent article in that journal on the attempted revival of watch-making at Prescott:

"It is a curious fact that our watch-making machinery is an outgrowth of our works for making cotton and woolen machinery, and they in turn were created by the war of 1812, which compelled us to make our own machinery. We have four watch factories in the prairie State of Illinois, which, on Mr. Gladstone's theory, should be devoted to raising wheat at loss. These factories alone employ 5,000 hands and turn out 2,000 watches a day, far exceeding the output of England, you will observe. The business has made wonderful growth in other States also, and I presume that one of our newest factories at Canton, Ohio—the Dueber-Hampden—will soon be one of our largest. We buy better watches and stem winders now for \$10 than formerly for \$50. Our girls earn \$1 to \$1.50 per day, and our skilled men \$3 to \$5."

The writer then goes on to the question of import duties from the point of view of the Western farmer:

"The proposition that our revenue duties should be raised on such articles as we produce, and thus protect our labor, is too plain to need argument, and never would be disputed were it not for the money interest of the all-powerful trading class to keep producers and consumers apart. The story of our development under protection since 1860 reads more like romance than reality, especially in the great States that surround the great lakes."

As to wages, and farming incomes especially, he writes:

"Wages have nearly doubled, and manufactured goods have been cheapened about 50 per cent. We make about 60,000 farm or lumber wagons in this section each year, and this article will illustrate what I say:

Year.	Price of wagons.	Wages per day.	No. days labor to buy the wagon.
1860	\$75.00	\$1.50	50
1890	40.00	3.00	13½

The average income of our farms is twice what it was in 1860, and the size the same. Hence it is not strange that our workmen own their homes. Nearly all the rich men about here began poor boys."

Then, referring to the general prosperity of the country, as influenced by the protective policy, he concludes by writing:

"I am a railway agent, and you can judge whether it has been of any gain to our railroads that we have added eight million tons a year to the output of our iron mines when I tell you that the tonnage per mile of our roads in 1860 was only 850 tons and is now over 3,800 tons per mile. It is all very well for Mr. Gladstone to tell us that our farmers are the great 'unprotected class,' but I have noticed that all the millions we have invested in iron works have increased the value of adjacent farm lands by the same amount, besides giving us the best market we have. In fact, the farmer gets more pecuniary benefit than the manufacturer from a protective tariff, for he does not have to put up buildings and buy machinery that may be made worthless by a change of duties. Our trading class, as with you, advocate free trade, but the common sense of the producing classes all inclines to protection. Your ideas of trade are the only fair and just ones, and I hope yet to see the day when England will be willing to place productive labor ahead of trade."—American Economist.

GIDEON PURL, Georgetown, Texas, wants the address of manufacturers of cotton knitting yarn.

F. M. KNOWLES, Burnsville, Miss., wants the address of manufacturers of buckles, webb, etc., for suspenders.

Facts About the Railroads.

American Employees Are Better Paid Than Their English Brethren.

The fifth annual report of Hon. Carroll D. Wright, United States commissioner of labor, on railroad labor statistics was laid before Congress last week. The report presents a table giving the average daily rates of pay and the yearly earnings for such railroad employees in Great Britain and the United States as are amenable to comparison as follows:

Class of Employees	Great Britain.	United States.
Engineers, per day	\$1.46	\$1.22
Firemen, " " " " "	.91	1.79½
Conductors, " " " " "	.97	2.03
Switchmen, " " " " "	.63	1.50½
Flagmen, " " " " "	.81	1.13
Engineers' yearly earnings	457.00	1,667.00
Firemen's yearly earnings	265.00	562.00
Conductors' yearly earnings	304.00	824.00
Switchmen's yearly earnings	266.00	471.00
Flagmen's yearly earnings	254.00	354.00

Sixty railroads were investigated as representative roads. There are in the United States 1,890 railroad corporations, but the railroad business is performed by 600 operating roads.

Of the operating roads 377 prohibited the use of intoxicating liquors, and others regulate its use among employees in one form or another. Only 25 railroads furnish dwelling-houses for employees, but upwards of 150 furnish section hands with lodgings when away from their homes. Nineteen roads maintain beneficiary institutions, to which the men and corporations both contribute. These institutions help those who are disabled and the families of those who lose their lives in the service. Many railroads contribute towards the support of beneficiary institutions established for the benefit of their men, while others pay expenses of injured employees. About 300 of the operating railroads either pension permanently disabled employees or retain them in the service on light duty.

A goodly number of railroads maintain libraries and reading-rooms, and nearly all of the principal roads contribute toward the support of the railroad branch of the Young Men's Christian Association, which organization manages many of the reading-rooms. Quite a number of roads maintain technical schools for the education of their employees.—Washington Post.

A Field For Inventors.

Sheet-iron manufacturers who are anxious to see the tin plate industry established here are keenly alive to the fact that foreign methods should be improved upon. They assert that in this direction lies a most fruitful field for inventors. The system of rolling the sheets in packs to secure the requisite gauge has so many disadvantages that millmen should long since have devised something more rapid, more certain in its results and more economical in labor. In this part of the process lies the key to successful competition by American makers, even at present rates of duty. The Norton process of rolling liquid steel into sheets covers this point exactly, but months or years of anxious experimenting may be necessary to develop the apparatus in all of its parts so as to secure mechanical and commercial success. But there are always two ways of doing anything, and some of our bright millmen should certainly be equal to the task of inventing a process of rolling cheaply thin gauges of iron and steel. Continuous rolls might possibly accomplish the purpose, and some sheet manufacturers suggest experiments in that direction. It is certainly not to the credit of sheet metal rollers that, in this day of progress in rolling other products, they should still pursue the methods employed 50 years back. The labor of eight to ten men should yield more than two tons per turn of tin plate gauges.—Iron Age.

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The Cardiff Coal & Iron Co.

Capital, \$5,000,000.

Fifty Thousand Shares—Par \$100.

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is situated on the Cincinnati Southern Railroad (Queen & Crescent Route) and the Tennessee River, seventy-five miles north of Chattanooga, in the midst of already developed properties. Among the Company's possessions are more than FIFTY THOUSAND ACRES OF COAL AND IRON LANDS, the quality of the mineral wealth of which is not experimental, but is proved by the very profitable working of the ores by the Roane Iron Company for the last twenty years.

The Cardiff Town Site contains over 3,000 acres. There is scarcely any industry which cannot find a favorable chance at Cardiff for successful establishment and profit. The development is in charge of men of approved judgement and experience. The proceeds of the lot sales to be applied to the development of the property by the erection of Iron Furnaces, Coke Ovens, Hotel, Water Works, Motor Line, Electric Lights, Manufacturing Plants, Public Buildings.

CARDIFF COAL & IRON COMPANY,

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CARDIFF, TENN.

TREDEGAR AND JACKSONVILLE, ALA.

* The Devonshire of the South. *

Richest in Resources of Soil, Climate, Water, Timber and Minerals, of all the Industrial Places in this Section.

* AMPLE RAILWAY FACILITIES. *

A Favorite Summer and Winter Resort. Beautiful Scenery. Excellent Fishing & Shooting.

SUPERIOR ACCOMMODATIONS AT THE NEW AND CHARMING TREDEGAR INN, Conducted by the Company.

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TREDEGAR is supplied with Pure Mountain Freestone Water from Springs elevated 200 feet above the town. Complete System of Water Works. Fire Plugs throw a six inch stream 150 feet. Ample protection against fire. Cheap Insurance.

TREDEGAR and VICINITY are Noted for Genial and Cultivated Society. Elegant Country Residences and Fine Stock and Jersey Farms Abound.

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At no other Point in the South are like Advantages, Opportunities and Inducements to be Found for the Establishment of

Charcoal Iron Furnaces,
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Rolling Mills,
Foundries & Machine Shops,
Paper Mills,

Furniture Factories,
Wagon Factories,
Fire-brick Works,
Potteries,
Limestone Quarries,

Sandstone Quarries,
Additional Lumber Mills,
Additional Planing Mills,
Additional Tanneries,
Cotton Mills, Woolen Mills.

Tredegar and Jacksonville are on the East Tennessee, Virginia & Georgia, the East and West of Alabama and the Blue Mountain Mineral Railways. Ten miles from Anniston, 4 hours from Birmingham, 6 hours from Knoxville, 6 hours from Atlanta.

GREAT OPENING FOR A VARIETY OF SMALL INDUSTRIES.

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* Delaware's Southern City. *

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Large Portion of which will be Employed Establishing Great Industrial Plants.

The following enterprises and industries are guaranteed by the PIEDMONT LAND AND IMPROVEMENT COMPANY, all of which are now well under way:

A 50-ton Charcoal Iron Furnace.	The best system of Electric Lights.
A large iron Rolling Mill.	Graded and Macadamized Streets.
A Car Wheel Works.	A \$35,000 Hotel Building.
Three Saw Mills.	A Bank Building, (for Bank of Piedmont), the finest in Northern Alabama.
An excellent system of Water Works.	

The Piedmont Land and Improvement Company have also closed contracts with two Eastern capitalists, who will at once erect forty dwelling houses, to cost not less than \$1,400 each, which will represent, when completed, together with the ground covered, an investment of over \$100,000.

These will be followed in the near future by the following, negotiations for several of which are now nearly completed:

Two 100-ton Coke Iron Furnaces.	A Passenger Car Works.
A Basic Steel Plant.	A Sewer Pipe Works.
A Large Planing Mill.	A Brick Works, and several other industries.
A Carriage and Wagon Factory.	

Such are a few of the many advantages that Piedmont offers to the manufacturer and to the investor, who are cordially invited to come and examine for themselves.

FOR ADDITIONAL INFORMATION ADDRESS

Piedmont Land & Improvement Co.
PIEDMONT, ALA.

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The NEW ENGLAND CITY of the South.

Climate Unsurpassed. Abundance of Pure Water. Drainage Excellent.

No Better Point in the Union For Safe and Profitable Investment.

Situated on the MAIN LINE of the QUEEN & CRESCENT ROUTE, fifty-one miles Southwest of Chattanooga, and ninety-one miles North of Birmingham. Elevation is from 895 to 1,600 ft above the sea, and above fever districts.

DeKalb County is entirely free from debt; taxes light. Most liberal encouragement given to industries of every kind.

Iron Furnace and Rolling Mill will be constructed immediately, and other industries of various kinds are under contract.

Correspondence solicited from those who contemplate coming into the South to establish any kind of manufactures.

The different industries will employ at least two thousand skilled workmen, which will secure a population of over ten

thousand, independent of the many industries contemplated. Iron of the best quality can be manufactured at as low cost per ton as in any other locality in the South.

Coal and iron are being developed rapidly of a superior quality.

Fine timber abundant and wood-working machinery of every kind can be profitably employed at this point.

The Company is prepared to give every reasonable encouragement to manufacturers who will locate at this point.

 Correspondence solicited.

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FORT PAYNE COAL & IRON COMPANY, Fort Payne, Ala.

FACTS ABOUT FLORENCE.

LOCATION.

Florence is in North Alabama, near the Tennessee line, on the Tennessee river, which is navigable here for large steamers. It is on the Memphis & Charleston Railroad, and the Nashville & Florence branch of the Louisville & Nashville Road.

AGGREGATE OF ADVANTAGES.

There are many places in the South possessing the advantages of a good climate, healthfulness, natural resources and manufacturing capabilities more happily combined and in a higher degree than can be found in any other part of the country. It is believed, however, that at no point in the South, and hence nowhere in America can there be found an aggregate of so many unsurpassed advantages and attractions as exist at Florence.

IRON AND COTTON MANUFACTURING.

Florence can make iron as cheaply as any place in Alabama. It has facilities for the manufacture also of cotton goods equal to those of any other place. Anything that uses wood as a raw material can be made here at as low a cost as anywhere in the South.

Thousands of acres of iron ore of a high grade within a few miles of Florence are owned by Florence companies. Limestone is quarried within the town limits. There is enough of it to last for ages.

Cotton mills would get a large part of their supply from the country around Florence. Cypress creek furnishes water power and mill sites enough to make Florence the Lowell of the South.

North of Florence, and up the Tennessee river, there are large areas of timber, embracing a wide variety of hardwoods—forests that the axe has never touched.

COMMERCIAL AND AGRICULTURAL FACILITIES.

Besides its industrial possibilities, Florence is a point of great commercial importance, and is becoming the center of an extensive mercantile business. It has the advantage of both rail and river transportation and of competing railroads. Several additional railroads are now under construction to open up new trade connections to Florence.

Florence is surrounded by a wide extent of fertile and productive country, as well adapted for farming, stock raising, fruit growing, truck farming, dairying, &c., as any in the world. Further, it has a climate that is delightful the year round. Its health record cannot be surpassed. It has no malaria. In fact, people who live here enjoy a remarkable exemption from ailments of every sort. It has an abundance of the purest water.

BEAUTY OF LOCATION.

For beauty of location Florence is without a peer. The Tennessee river at this point is as romantic and beautiful as the Hudson. The rolling character of the country, the slopes and hills and alternating valleys furnish a picture to charm an artist's eye. The lovely Cypress creek, a deep and rapid stream emptying into the river just below the town, presents at every turn in its tortuous course a scene of entrancing beauty. The views from some of the higher hills are as fair as the eyes of man ever rested on.

Limited space allows here only the briefest summary of a very few of the more important facts about Florence. For more detailed information write to either one of the following companies. Or better still, come down and see for yourself. Investigation is all that Florence asks or needs.

**Lauderdale Manufacturing Co. Florence Cotton and Iron Co.
Florence Investment Co. Florence Railroad and Improvement Co.** } **Florence, Ala.**

GROWTH.

Florence is making more rapid progress, proportionately, than any other town in America. This is a strong statement but it is true. And its growth is on a solid and permanent basis.

SOLID GROWTH.

Florence is not undergoing any wild real estate boom. Its managers are not seeking to advance real estate prices. It is not their plan to get a quick return for the money they have invested, by the rapid sale of lots at unnatural prices. It is their aim to first build up a town, to locate factories and secure a permanent population, when land will have an actual value and sell at prices from which there will not be a subsequent disastrous reaction. At present real estate is much lower in price than in any other town in the South that has made half the progress Florence has made.

THIRTY NEW ENTERPRISES.

Within the last 12 or 15 months over 30 new industrial enterprises have been located at Florence, with an aggregate cash capital of about \$5,000,000. This remarkable growth is the result of efforts to induce people to simply investigate the attractions of Florence. Investigation and comparison with other places, on the part of any who are looking for a place in the South to locate, will in nearly every case result in the selection of Florence.

INDUSTRIAL ENTERPRISES IN OPERATION.

The following are some of the industries in Florence. Some of these are in operation; others are nearly ready for work and others have but recently commenced work on their buildings: One of the largest and best furnaces in the United States now in blast, and another under construction; a stove factory; a hardware company, with a capital of \$300,000, manufacturing fine building hardware, &c., the only factory of the kind in the South; a wagon factory, with capital of \$150,000; agricultural implement works; handle factory; woodenware factory; sash, door and blind factories; a cedar bucket factory; a pump factory; planing mills; a factory to make wooden butter plates such as grocers use; a flour mill; a cotton mill in operation, and a \$500,000 mill building and others projected; a jeans factory; a gingham factory; a woolen mill; a cotton gin; a marble company; a roofing and paint company; a shoe factory; a suspender factory; a compress, packet and ferry company; building and loan companies; a canning factory; brick factories; a dummy railroad company, and a number of other enterprises.

\$15,000,000 INVESTED.

The aggregate capital of the industrial, mercantile and development enterprises in Florence exceeds \$15,000,000.

A year ago the population of Florence was 2,000. It is now about 10,000.

There are more than 1,000 carpenters at work in Florence but they can't build houses fast enough to keep up with the increase in population.

INVESTIGATION AND INVESTMENT.

A number of the foremost capitalists and iron and cotton manufacturers, and others, of Philadelphia, Boston and other Eastern cities, after a thorough personal investigation, have just made heavy investments aggregating several million dollars in Florence.

MIDDLESBOROUGH,

*----- **KENTUCKY.** -----*

“The Wonder of the Age in Town Building.”

The Future Iron ~~and~~ Steel Center of America.

THE PASSAGEWAY FOR RAILROADS BETWEEN THE WEST AND THE EAST.

A SOURCE OF COKE SUPPLY FOR THE SOUTH AND WEST.

THERE ARE NOW UNDER CONTRACT:

A Basic Steel and Iron Plant, daily capacity 300 tons, to cost \$1,000,000 and to employ about 1,000 hands.

An Iron Rod Mill; A Sheet Mill; A Nail Mill.

Two Coke Iron Furnaces, 150 tons daily capacity each, and one Charcoal Furnace.

A \$500,000 Tannery—the largest in the world

Fourteen Coal Mining Enterprises, to employ about \$2,000,000 capital.

A Dozen Wood-Working Enterprises.

A Twelve-Mile Belt Railroad.

Tile Works, Fire and Building Brick Works, and a dozen or more other enterprises.

\$18,500,000

Already Invested in the Development of Middlesborough.

Other New Industries are Being rapidly added to those already in operation and contracted for.

COAL, IRON, TIMBER AND OTHER RAW MATERIALS.

DELIGHTFUL AND HEALTHFUL MOUNTAIN CLIMATE,

WHERE MALARIA AND THROAT AND LUNG TROUBLES ARE UNKNOWN.

Elevation from 1,300 to 2,400 feet above the Sea Level.

SURROUNDED BY VALLEYS OF RICH AND PRODUCTIVE FARM LANDS.

SEND FOR CIRCULARS, PROSPECTUS, MAPS, ETC., TO

**MIDDLESBOROUGH TOWN COMPANY,
MIDDLESBOROUGH KY.**

Morristown, Tenn.

The Plateau City of the Great Valley of East Tennessee

is beautifully located on a plateau of Bay's Mountain, about equi-distant from the Cumberland Mountains which bound East Tennessee on the northwest, and the Alleghany Mountains which bound it on the southeast, and is 300 feet above Holston River, which washes the north base of the plateau three miles from the city. Its mean elevation above sea level is about 1,350 feet, while the hills and mountains immediately surrounding it rise to an altitude of 1,935 feet, affording views of surprising extent and grandeur, and at the same time so modifying the temperature that the thermometer rarely registers higher than 90° in summer or lower than 10° in winter. *Its drainage is admirable, and malaria is unknown. It has nearly trebled its population since 1880, having now about 4,000 inhabitants.* It is the commercial and business center of the richest and most extensive agricultural district in the State, where all the cereals and all the grasses

and tobacco are grown to perfection, and where fruits and berries abound. It has hundreds of thousands of acres of unculled forests accessible to it, abounding in Poplar, Pine, Hemlock, six varieties of Oak, Chestnut, Hickory, Cedar, Maple, Birch, Beech, Sycamore, Gum, Locust, Laurel, Buckeye, Mulberry, Ash, Cherry and Walnut. *The Celebrated East Tennessee Marble* underlies a part of the city, and it is surrounded with rich deposits of Iron Ore, Manganese Ore, Zinc Ore and Lead Ore. It has been said by one who has made a study of the subject, that within a radius of 50 miles around Morristown *every variety of iron ore in the United States can be duplicated, and a coke can be made equal to Connellsville coke.* We claim without hesitation that **Morristown has in its immediate vicinity richer mineral ores, and a greater variety of them, than any city on the Continent.**

MORRISTOWN

has Railroad Facilities equal to any city between Lynchburg and Chattanooga, and they will be speedily increased by the completion of the Carolina, Cumberland Gap & Chicago Railway, making the shortest possible railway route between the great cities on the Ohio River, Cincinnati and Louisville, and the seaboard cities, Charleston, Port Royal and Savannah. Besides, the Baltimore & Ohio Railway will probably extend a branch to it from Lexington, Va., and the Tennessee Midland will in all probability be built to Morristown, and a line be built giving direct connection with Atlanta.



MORRISTOWN

has a citizenship composed almost exclusively of native born Americans. It boasts a splendid system of Graded Schools, Five Commodious Brick Churches, the finest Courthouse in Upper East Tennessee, an Opera House that will seat 600 people, two Solid Well Managed Banks, a flourishing Building and Loan Association, two of the Largest Commercial Flouring Mills in the South, Stove Works, an Agricultural Implement Factory, two Wood-working Factories, a Tobacco Factory, a Carriage and Wagon Factory, and many industries of lesser note.

It is lighted with electricity, and has water works under contract, and is now inaugurating a system of street railways. Its climatic advantages, its unsurpassed record for healthfulness, its abundance of pure water, its central and beautiful location, its transportation facilities, its fruitful agricultural surroundings, its contiguity to rich and exhaustless fields of iron, manganese, zinc and lead ores, marble, coal and timber, mark it as a place destined to be the commercial, manufacturing and railway emporium of Upper East Tennessee, Western North Carolina and Southeastern Kentucky.

To expedite this destiny the city authorities have wisely exempted from taxation for ten years all manufacturing establishments that will give employment to fifteen or more persons, and the county authorities have done the like, so that manufacturing establishments will be exempt from all taxation for ten years, except the merely nominal tax for State purposes. There has been no "boom" or inflation of prices at Morristown, and, as it possesses within itself and contiguous to it almost every element of wealth, it now presents the most inviting field for investment of any city in the South.

Persons who may desire fuller information can obtain it by calling on or addressing

MONTVUE LAND COMPANY

POSTOFFICE BUILDING, — MORRISTOWN, TENNESSEE.

DENISON, TEXAS.

The "Yankee" City of the Southwest,

— AND —

* GATEWAY *

— TO THE —

GREAT STATE OF TEXAS.

The City of Denison presents the Finest Opportunity of any City in the Southwest for the Investment of Capital in Large or Small Sums.

DENISON is situated in Northeastern Texas near inexhaustible beds of coal and iron, surrounded by the finest fruit lands in the world, and adjoining the INDIAN TERRITORY, which, in the nature of things, must in a few years be opened to settlement.

The growth of Dennison has been a natural one, the city having reached its present size—16,800 population—in sixteen years.

The city is regularly and beautifully laid out. Railroads run from it in four different directions. The Missouri, Kansas & Texas alone does an enormous business, having 54 miles of switch track in Denison, employing 500 skilled workmen and disbursing \$150,000 a month in wages.

The first public school in the State was established here, and the city's elegant two and three story brick school buildings, surrounded by attractive grounds, are well arranged for the use of the white and colored children. Its schools are in session ten months in each year.

We have sixteen church societies, seven of which are colored.

The city is well supplied with pure water from its numerous private wells—dug in the ground—and its first-class system of water works, giving the citizens ample protection against serious loss by fire, and enabling the insurance companies to rate the city first class as to fire hazard. Rate of taxation low.

The city has four miles of street railway, with six miles now building to be operated by steam motor; has two electric light companies and a telephone plant. It has an influential New England colony, and counts among its citizens people from every State in the Union.

A large hotel, to cost \$125,000, is to be erected here this year, and a large steel plant with \$2,000,000 of capital is contemplated.

30,000 bales of cotton were shipped from Denison in 1888. 200,000 baskets of strawber-

ries and several carloads of peaches and other fruits have been shipped to market this season.

The Denison Canning Co., capitalized at \$100,000, has one of the largest canning factories in the country.

A cotton mill company with a capital of \$500,000 is building a 25,000-spindle cotton mill.

The climate of Denison is magnificent, situated nearly 800 feet above sea level. In summer it is warm, but far cooler than many cities farther North, and from 6 P. M. until after sunrise it is always cool. The city is very healthy.

The capacity of the ice factory has been increased from a daily output of 15 tons to 30.

The Denison Land & Investment Co. is prepared to give every reasonable encouragement to manufacturers, and solicit correspondence from such manufacturers as contemplate coming into the Southwest to locate.

Address all communications to

THE DENISON LAND & INVESTMENT COMPANY,

DENISON, TEXAS.

Paid-Up Capital, - - - - - \$1,200,000.

OFFICERS:

W. P. RICE, President.
MILTON H. FRENCH, Vice-President and General Manager.
ARTHUR L. BERRY, Secretary and Treasurer.

DIRECTORS:

W. P. RICE, J. M. FORD, A. R. COLLINS,	Kansas City, Mo. Kansas City, Mo. Denison, Tex.	B. J. DERBY, PAUL LANG, M. V. B. CHASE,	Burlington, Vermont. Oxford, N. H. Augusta, Maine.	MILTON H. FRENCH, Thomaston, Maine. A. H. COFFIN, JOS. B. LINCOLN,	Denison, Texas. Boston, Mass.
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DALLAS, TEXAS,

OFFERS SPECIAL INDUCEMENTS TO
Manufacturers and Investors.

Dallas has a Population of Over 60,000 People,

And being the commercial and financial center of the richest country in the United States, it affords a large home market for manufactured articles; and being well situated for cheap fuel with abundant raw materials, cheap homes for employees and unsurpassed railroad facilities to all parts of the State and all adjacent States and territories, it is undoubtedly one of the best places for manufacturing in the southwest.

The Dallas Manufacturers' Aid and Improvement Co.

Has been organized for the purpose of promoting manufacturing. The Company has purchased **400** acres of land in North Dallas, near the city limits. This land is elevated, has good drainage and an abundance of fine water, and has ample railroad and switch facilities. A part of this has been set apart to be used as **Sites for Factories**, and a part will be **Platted into Lots**, which will be sold to operatives, or on which houses will be built to be rented to operatives.

The company will take stock in manufacturing enterprises, and will give sites FREE. The company is composed of the leading bankers and merchants, the wealthiest and most progressive citizens of Dallas. With all the natural advantages possessed by this locality, supplemented by the inducements that will be offered by this company, the opportunity presented to manufacturers is an extraordinary one. For information write to the

Dallas Manufacturers' Aid and Improvement Co.

711 Main Street, DALLAS, TEXAS.

DENISON, TEXAS.

THE
Future Manufacturing and Commercial Center
OF THE
GREAT SOUTHWEST.

DENISON SUPPLIES THE COAL FOR TEXAS.

She has at her gates the only **COKING COAL** of any value in the Mississippi Valley. To the Southwest lies the best **MAGNETIC IRON ORE** in the world, while to the north and Southeast are fields of **BROWN HEMATITE ORE** of the finest grade. These ores must meet the **COKE** and **COAL** at DENISON and there to be worked.

DENISON cannot be surpassed for **HEALTHFULNESS** and **BEAUTY** of location. Six divisions of railways terminate at Denison and are operated by her citizens.

DENISON has an abundant supply of pure, soft water and plenty of good, cheap **BUILDING MATERIAL**.

The attention of investors and those seeking advantageous locations for business or for manufacturing plants is invited to the opportunities presented at Denison.

MUNSON & BRO. HAVE SUPERIOR FACILITIES FOR THE SAFE AND PROFITABLE INVESTMENT AND HANDLING OF CAPITAL.

For information about DENISON and for bargains in BUSINESS and RESIDENCE PROPERTY, ACRE PROPERTY and FARMS NEAR THE CITY, write or call upon

MUNSON & BRO.
301 WOODWARD STREET, DENISON, TEXAS.

Six Trunk Line Railroads at BESSEMER

In the heart of Mineral Alabama, encircled with hills of Coal, Iron and Limestone Rock.

"The South is the coming El Dorado of American adventure. May the Almighty speed and guide her onward progress!" So wrote the Hon. W. D. Kelley, M. C., of Pennsylvania, a few months ago and every day brings forth new evidence to prove the correctness of his prediction and to show that without a doubt the South is to be the richest country upon the globe. In climate, soil, mineral and timber wealth, in rivers large and small, in a long seacoast, in abundant rainfall, in healthfulness and in every other advantage that could be asked nature seems to have done her best for this favored land. The wealth in iron and coal is beyond estimate. Of timber there is an unlimited supply, including nearly every variety of hardwoods for woodworking purposes.

Seven Furnaces, output 1890, 250,000 tons; Rolling Mill, 100 tons daily; Fire Brick Works, 25,000 daily; Many Lesser Industries

Offers Thirty Varieties of Hardwoods for Woodworking Industries.

11,000 City Lots For Sale.
The Bessemer Land & Improvement Co.
this new year, are prepared to deal liberally for the founding of Iron and Woodworking industries in this growing Mining and Manufacturing Center.

H. M. McNUTT,
Secretary.


President.

TEXAS SPRING PALACE.

The Most Unique and Attractive Exhibit
Ever Presented to the Public.



OPENS AT

FORT WORTH, TEX.

MAY 10

Closes May 31, 1890.

LOW RATES ON ALL RAILROADS.

SEND FOR CIRCULARS.

JNO. F. GROENE, Secretary.

B. B. PADDOCK, President.

THE BLUFFTON LAND, ORE & FURNACE CO.

BLUFFTON, ALA.

CAPITAL, \$1,000,000. 40,000 Shares at Twenty-five Dollars Per Share.

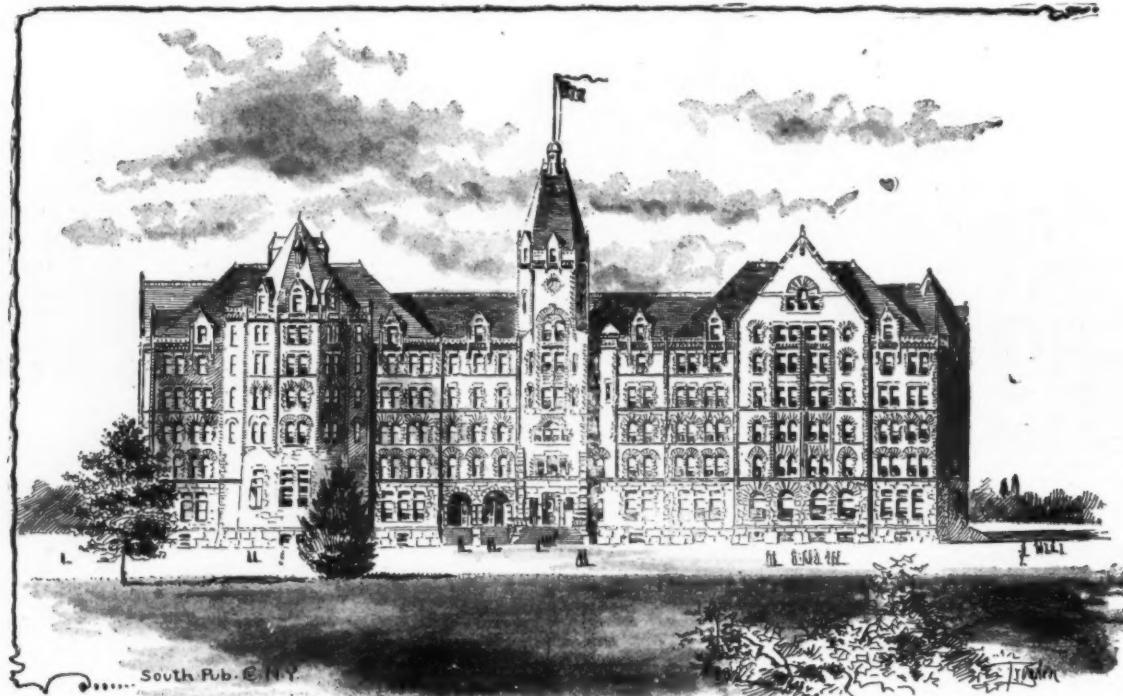
OFFICERS:

President and General Manager, HON. S. J. ANDERSON, of Portland, Me., President of the Portland & Ogdensburg R. R. Co.; Vice-Presidents, COL. C. T. WILSON, 10 Wall St., New York, President of the Birmingham, Blocton & Brierfield R. R., and HON. HENRY R. SHORTER, President of the Railroad Commission of Alabama; Treasurer, J. A. FLOMERFELT, 177 Broadway, New York.

A SPECIAL EXCURSION TRAIN of Pullman cars will leave Boston from the Old Colony R. R. station SATURDAY, APRIL 26, at 6 P. M. for Bluffton, via Washington and the Shenandoah Valley, to attend the

GREAT LAND SALE of the Company, April 30.

FARE, \$55.00 for the round trip of 10 days, including all expenses. Arrangements have been made to visit points of interest en route.



The cut represents the magnificent Main Building of the new "University of the Southland" to be erected at Bluffton. It is under the auspices of the Methodist Episcopal Church, and will be one of the largest and finest educational edifices in the country. It is 300 feet long, with wings extending back 100 feet. This building is to be built with sandstone front and brick back, the sandstone being a beautiful cream white, and is found within 100 yards from the site of the building. Work will begin this month and pushed rapidly.

The Bluffton Company has completed negotiations for the establishment of a large Arms Co. with a capital of \$200,000 to make high-grade guns and pistols. It will be the only establishment of its kind South or West. There is also a large machine shop, foundry and forge shop secured. Brick works will be established immediately.

A bank will be located; the subscription for stock is now being secured.

Bluffton offers to investors the brightest prospects of any of the towns of the South.

Its solid bluffs of brown hematite iron ore constitute the most wonderful deposit known, and the company is daily shipping from its mines large quantities of ore to the leading furnaces of the South. It is in the center of an established iron district, four furnaces surrounding its city site being in successful operation.

The company has built and furnished an elegant hotel, now open to the public. Streets are graded, and a number of substantial brick blocks and tasty dwellings erected. There are also in operation a shingle mill and a sash, blind and wood-finishing factory.

A city of large proportions is assured; but the management will not stop here. Already negotiations are pending that will undoubtedly lead to great results.

The Land Sale will be conducted in such a manner that purchasers can be assured of handsome returns.

The small capitalization (one-half still being treasury stock) commends itself to prudent investors.

A limited amount of this stock will be issued at par, less a discount of 15 per cent. if taken before April 30, and be received on that date and subsequently at par in payment of land purchases.

Bluffton is situated on the main line of the E. T., Va. & G. R. R., and one mile from the E. & W. R. R. of Alabama.

For prospectus and all further information address HON. S. J. ANDERSON, Portland, Me.; S. N. MAYO, 103 Milk St., Room 1, Boston; W. M. PENNELL, Brunswick, Me., or the COMPANY, Bluffton, Ala.

Grand Sale City Lots

AT

SHEFFIELD, ALA.

Wednesday, Thursday and Friday, May 7th, 8th and 9th,

BY THE

Sheffield Land, Iron & Coal Company of Alabama.

Five years old.
 Five blast furnaces.
 Five railroads (three completed and two building).
 Five thousand people (estimated).
 Five millions of capital invested.
 Five millions additional invested in enterprises the out-growth of Sheffield.

The most substantial present and the brightest future of any of the new cities of the South.

Arrangements will be made to secure reduced rates of railroad fare for all parties attending the sale and where practicable excursion trains will be run.

After public sale the company will advance prices to not less than 10 per cent. above the average prices at which like property similarly situated is sold at public sale.

of date of purchase by one-third cash and two thirds stock of the company at par.

Twenty-five per cent. of the gross receipts of the sale will be applied toward the construction of a 100-ton rolling mill, thereby largely increasing the value of every foot of Sheffield reality.

All company property will be withdrawn from sale for 10 days previous to public sale and for not less than 30 days after sale.

AT THE HEAD OF DEEP-WATER NAVIGATION

On the Tennessee River, and being on the line of the Louisville & Nashville Railway System; the East Tennessee, Virginia & Georgia Railway System, and the Birmingham, Sheffield & Tennessee River Railway.

Sheffield Commands the Situation.

The Great Markets of the North and West are at Her Feet.

NO CITY IN THE SOUTH HAS ADVANTAGES THAT CAN BE COMPARED TO SHEFFIELD'S.

She is Firmly Established and Her Future is Assured.

The sale announced will offer opportunities for investment that cannot be excelled. The attention of the public is invited.
 Correspondence Solicited. Address

**W. L. CHAMBERS, Vice-President and Manager,
 SHEFFIELD LAND, IRON & COAL COMPANY.**

CITY OF GRAND RIVERS, KENTUCKY.

A New Industrial City of the South.

SITUATED upon a narrow strip of land between the Tennessee and Cumberland rivers near their entrance into the Ohio, practically in the Mississippi Valley, forming a system of river transportation unequalled by any location in the South, being by river or rail several hundred miles nearer the great Western markets. The Newport News & Mississippi Valley Railroad runs directly through the Company's coal, iron and city property.

Chief among its resources are its immense banks of brown hematite iron ore, existing in gigantic pockets and showing enormous outcroppings from leads extending over thousands of acres of the Company's lands, assays from which show metallic iron 50 to 66 per cent, with practically no phosphorus or sulphur.

Pig iron can be laid down in Pittsburgh from Grand Rivers, by reason of its river system of transportation, \$2.50 per ton cheaper than from Birmingham, Ala.

The quantity of coal upon the Company's lands is practically inexhaustible, its measures, eleven in number, ranging from four to seven feet in thickness, and available upon nearly all of the three thousand acres of the Company's coal lands. This coal has been found to possess superior qualities as a coking, steaming or domestic coal.

As a manufacturing center Grand Rivers has no equal in the South. The saving to the manufacturer from its cheap

rates of freight and cheap coal will prove a source of profit equal to a liberal dividend upon his invested capital.

The Company own 21,000 acres coal, iron ore and timber lands convenient to its furnaces, together with 3,000 acres city lands situated upon the banks of both rivers.

Surveys are nearly completed, and the streets are being graded. Industries of various kinds are now locating their plants, and in a short time there will be seen a rapidly growing and substantial city.

A building association has been formed for the erection of permanent brick buildings for business purposes and dwellings, operations upon which have already commenced. A bank is being organized. Two large charcoal furnaces are under contract, and numerous other industries in contemplation.

Thus, with ample capital, Northern enterprise and good management, Grand Rivers will take a prominent position in the great manufacturing cities of the South.

The Company offer the most liberal encouragement to manufacturers wishing to establish plants there, and will give to them every facility in their power to make their enterprises successful.

The city lands are now being platted, streets graded, and everything put into an attractive condition for visitors and investors.

FOR INFORMATION, PRINTED MATTER &c., ADDRESS

BROWN, RILEY & CO., BANKERS, 9 Congress St., Boston, or GRAND RIVERS COMPANY,

Grand Rivers, Livingston County, Kentucky.

CAPITAL - - - \$3,000,000.

**PRESIDENT, - - - ARETAS BLOOD, Manchester, N. H.
VICE-PRESIDENT, - - - W. W. SMITH, Nashville, Tenn.**

**ATTORNEY, - - - JAMES NORFLEET, Grand Rivers, Ky.
SECY & TREAS., - - - JAMES L. HALL, Kingston, Mass.**

BOARD OF DIRECTORS:

ARETAS BLOOD, Manchester, N. H.
BENJAMIN DORE, Lynn, Mass.
S. J. WINSLOW, Pittsfield, N. H.

ISAAC REESE, Nashville, Tenn.
H. L. LAWRENCE, Arlington, Mass.
THEO. PLUMMER, Nashville, Tenn.
J. NORFLEET, Fort Payne, Ala.

W. C. CUTLER, Chelsea, Mass.
A. H. BREED, Lynn, Mass.
JAMES L. HALL, Kingston, Mass.

—* Manufacturers Attention.*—

BRIDGEPORT, ALA.

ON THE TENNESSEE RIVER.

Situated on a Plateau one hundred and fifty feet above high water, it commands a most Charming Panoramic View of the Valley Surrounded by Mountain Peaks.

Complete Drainage. Location Perfectly Healthy. River Navigation Open All the Year.
Perfect Wharfage. Railroad Freight Rates the same as Chattanooga's.

Look at the Profitable Investments for Manufacturers.

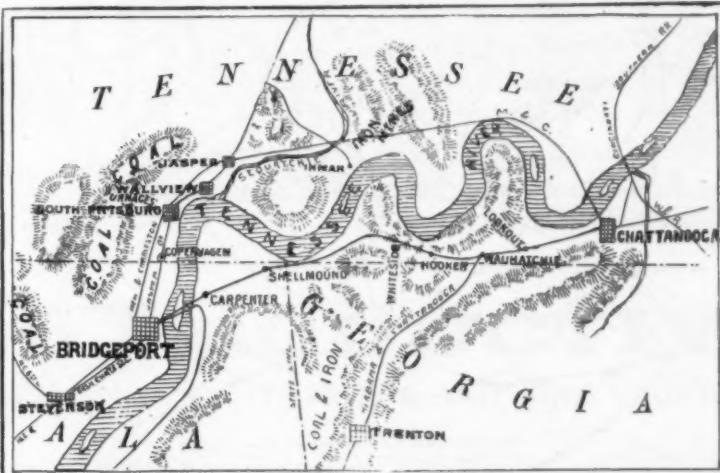
We are surrounded by Unlimited Deposits of the Best Coking Coal in the South; Mountains of Iron; over 80,000 Acres of Mineral Land belonging to this company is covered with Immense Forests of Hard and Soft Woods of the following varieties; Oak, Ash, Pine, Hickory, Poplar, Sycamore, Cedar, Elm, Gum, Red Birch, Sour Wood and Chestnut. We defy competition in variety and quantity of Timber with any section of the United States. We have Building Stone, Brick Clay, etc.

THREE RAILROADS

Now in Operation.

Three more in course of construction.

Over Fifty Trains Daily.



Six Mails Each Way Daily.

It is the Key to the
SEQUACHEE VALLEY.

Plans are now being Perfected
FOR A

\$75,000 HOTEL

OUR GRAND AUCTION SALE OF LOTS

OPEN TO THE WORLD.

TUESDAY, MAY 6.

Half-Fare Tickets to and from Nashville and Chattanooga to Bridgeport

DURING THE WEEK COMMENCING MAY 5th.

BRIDGEPORT LAND & IMPROVEMENT CO., Bridgeport, Ala.

First Auction Sale

* OF LOTS, *

BASIC CITY, VA.

MAY 7th, 8th and 9th.

LOCATION,

In the brown iron-ore district, at the crossing of the two great coal-carrying lines of Virginia, viz: the Chesapeake & Ohio and the Shenandoah Valley Railways.

IRON ORE,

Brown Hematite Ore inexhaustible in quantity and excellent in quality.

LIMESTONE

In close proximity and abundant.

WATER

Pure free-stone. The South branch of the Shenandoah River flows through the property. A magnificent Lithia Spring and other medicinal waters.

TIMBER

Of almost every variety and plentiful.

COUNTRY

Surrounding and tributary equal to any in the Shenandoah Valley in beauty, fertility and productiveness.

HEALTHFULNESS,

Unsurpassed. Elevation 1,300 feet, and natural drainage splendid.

TRANSPORTATION,

At present by two independent railways, to the ocean, the West, and Northwest and the South, and a third, the Basic City, West Virginia & Pittsburg Railroad soon to be built, connecting with the Baltimore & Ohio Railroad.

INDUSTRIES.

Already secured a 100-ton Iron Furnace, Car Works, Paper Mill, and two Blind, Sash and Building Material Factories, and others are being negotiated for. A large and handsome Hotel in course of construction. Two Brick Manufacturers.

TERMS OF SALE:

One-fourth cash, and balance in 6, 12 and 18 months, with interest. The second half of purchase money payable in stock of the company, when fully paid for, at par value, \$100, but no fractional part of a share will be so received.

REDUCED RATES on Chesapeake & Ohio and Shenandoah Valley Railways.

FOR FURTHER INFORMATION ADDRESS

SAMUEL FORRER, President

Basic City Mining, Manufacturing & Land Co.

BASIC CITY, V.A.

BEDFORD CITY,

(FORMERLY LIBERTY,)

On the line of the Norfolk & Western Railroad, and soon to be one of the principal points on the Pittsburgh Southern (which shortens the distance between Pittsburgh and Atlanta from over a THOUSAND miles to LESS than SEVEN HUNDRED, and will open up some of the Richest Mineral Lands in the world) offers to Manufacturers, Investors, Prospectors and Seekers for Homes, Health, Wealth and Happiness, every inducement mind or pocket could wish.

A Country Rich in Ores and Mineral Deposits.

AMPLE RAILROAD FACILITIES AND FAIR RATES.

—A Delightful and Healthful Climate.—



RANDOLPH MAKEN ACADEMY.
LIBERTY, VA.

RICH AND PRODUCTIVE SOIL,

ESPECIALLY ADAPTED TO FRUITS AND FINE VEGETABLES.

ALL THE LOCAL INDUSTRIES ARE WELL ESTABLISHED AND MAKING LARGE PROFITS:

Woolen Mill, Tobacco Factories, Roller and Steam Flouring Mills, Foundry and Plow Works, Cigar Factories, Planing Mill, Electric Light Plant, Box Factory, Tobacco Warehouses, &c.

NEW INDUSTRIES CONTRACTED FOR AND MACHINERY ORDERED ARE:

Brosius Steel & Iron Mfg. Co., R. W. Coffee Machine Co., (to manufacture the best invention of the decade, a Leaf-Tobacco Stemmer,) a Broom Factory, Ice Plant, &c.

FOR FURTHER INFORMATION, SITES, &c., APPLY TO

Bedford City Land & Improvement Co.

BEDFORD CITY, VA.

Longwood Land & Improvement Co.

BRISTOL,

VIRGINIA AND
TENNESSEE.

Is situated upon the dividing line between these two States.

Twin Cities with an Organized Society, United into an Enterprising Community.

The Railroad Center of THE GREAT MINERAL AREA of Tennessee and Virginia.

RAILROADS.

Norfolk & Western; East Tennessee, Virginia & Georgia; South Atlantic & Ohio; Danville & East Tennessee (under construction); Bristol, Elizabethton & North Carolina (under construction).

Within three hours' haul via the South Atlantic & Ohio, and Bristol, Elizabethton & North Carolina Roads of the rich ores of Doe Mountain and Roan's Creek in Johnson County, Tenn., assaying 50 to 60 per cent. of metallic iron, and the fine Coking Coals of the Big Stone Gap section, assaying 96 per cent. fixed carbon, with only a trace of sulphur and three per cent. ash, easily and cheaply brought together at Bristol. Extensive deposits of the finest qualities of variegated marble and large deposits of fire-brick and other clays.

The geographical situation is that of a community surrounded by a rich agricultural country and a phenomenal mineral area; high elevation (nearly 1,700 feet), and with an unsurpassed climate and every advantage to stimulate a healthy industrial growth.

Present Population 12,000.

WATER WORKS, STREET CAR LINE, AMPLE HOTEL FACILITIES.

The Key to the Situation

AN OPPORTUNITY FOR CREAM INVESTMENTS.

The Bristol Land Company

(a dependent of the Virginia, Tennessee & Carolina Steel & Iron Co.) offers

FOR SALE AT AUCTION
1,000 Business and Residence Lots

from its desirable additions to the city of Bristol, Va.

NOTE THE DATES OF SALE,

May the 15th, 16th and 17th.

TERMS—One-third cash, balance one and two years with interest.

THE BRISTOL IRON & STEEL COMPANY, composed of Pennsylvania iron men, are now building on the company's lands at Bristol the largest furnace plant in the South.

\$1,000,000 has been invested in Bristol during the past year.

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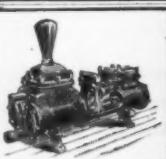
Waynesboro is bound to be in the next five years a city of 10,000 inhabitants. Its public-spirited and enterprising citizens will make it so, and its natural advantages demand it.

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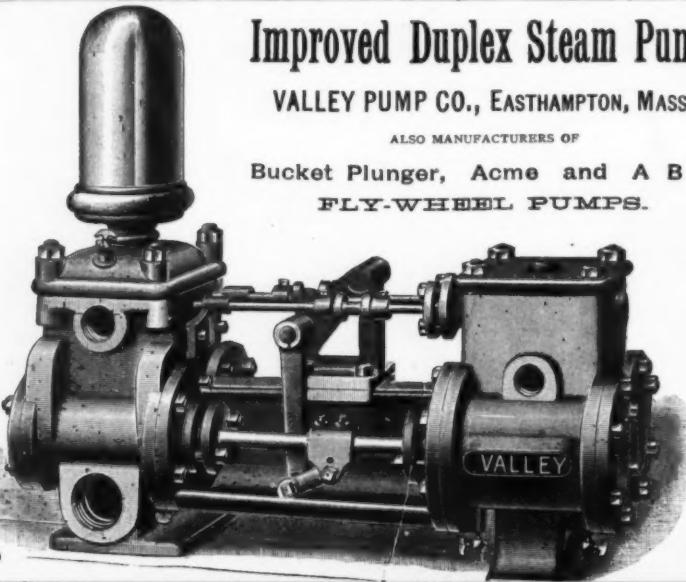
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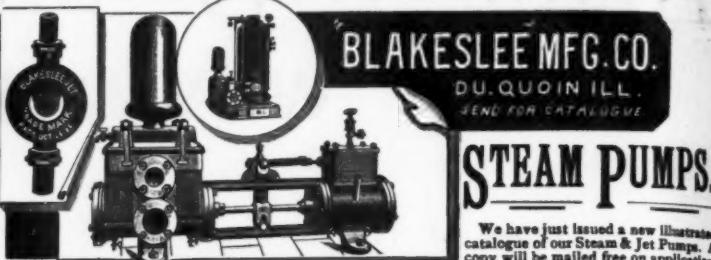
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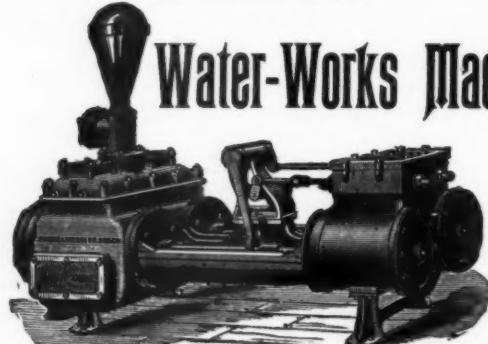
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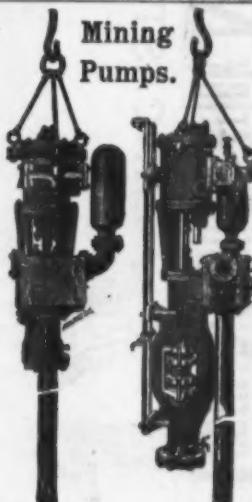
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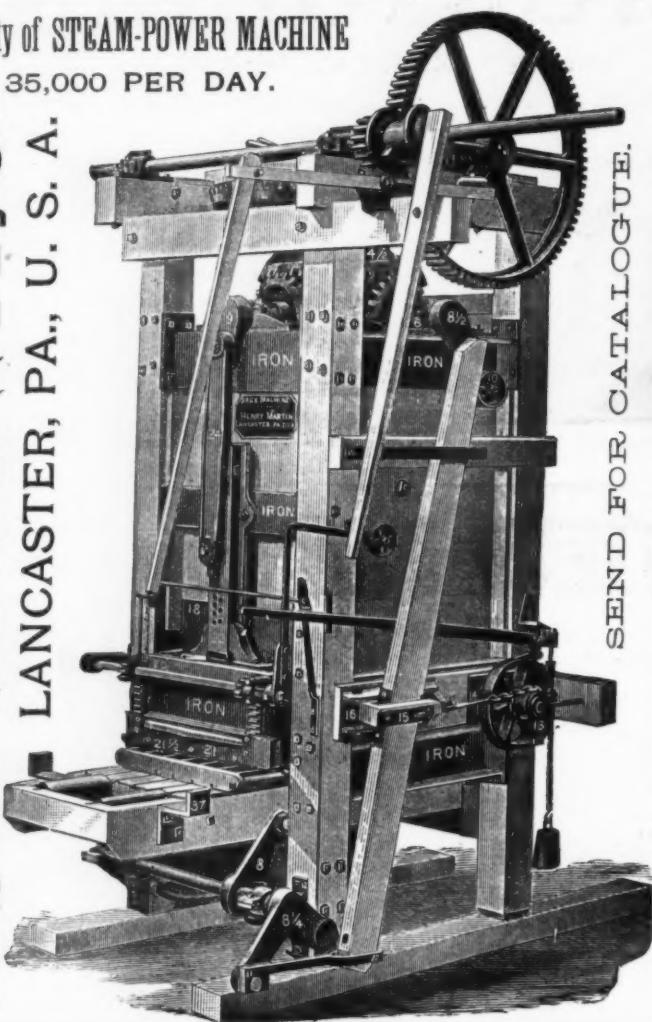
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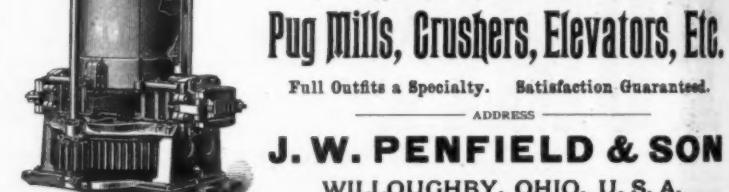
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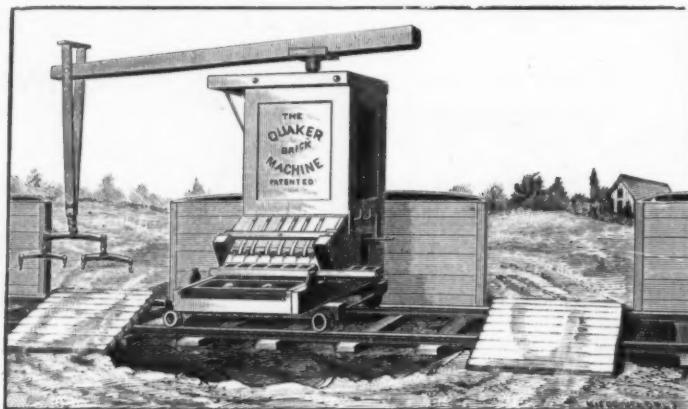
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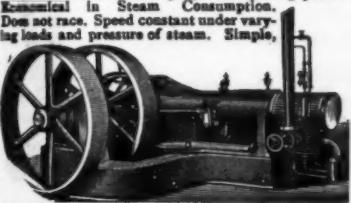
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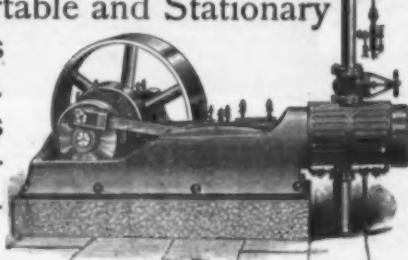
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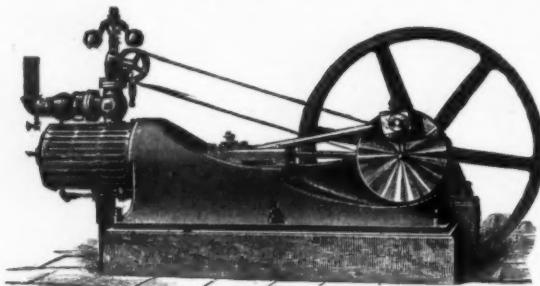
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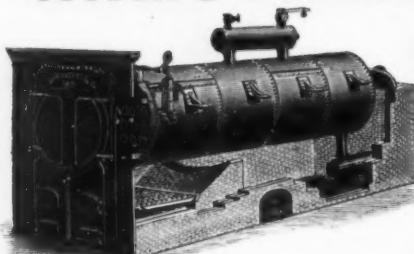
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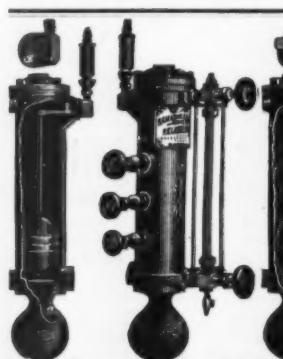
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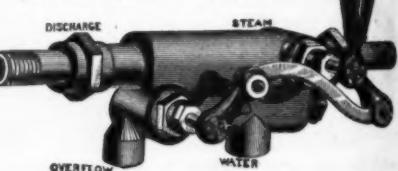
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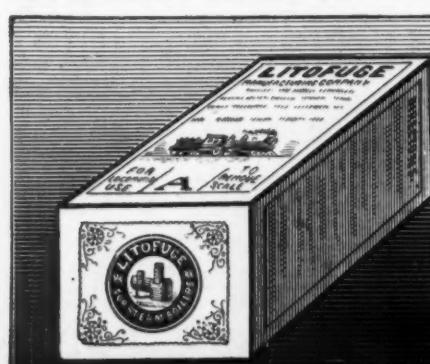
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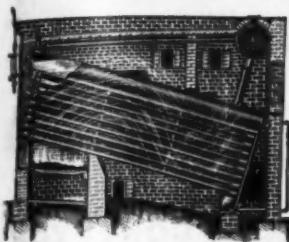
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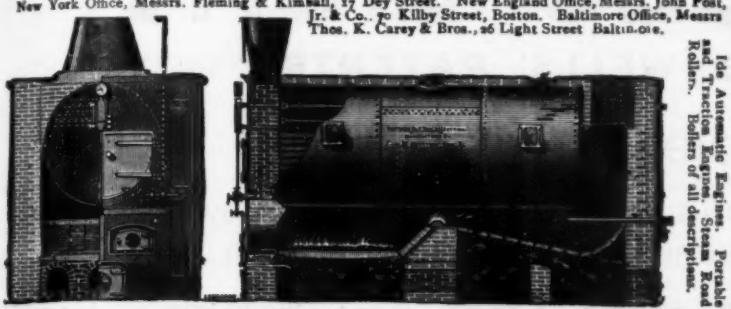
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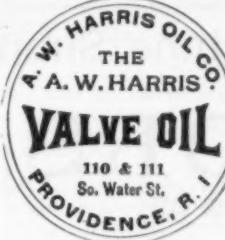
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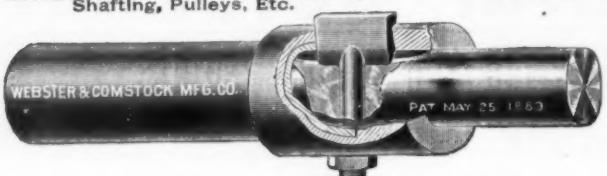
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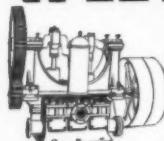
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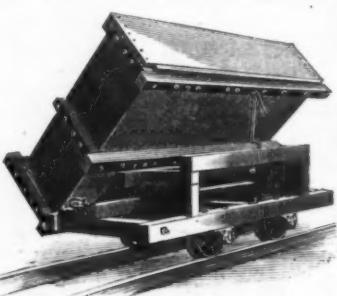
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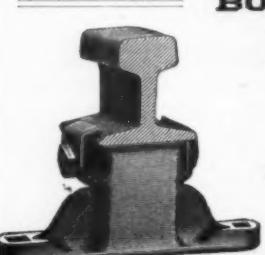
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Southern Railroad Earnings.

Bradstreet's quarterly review of railroad earnings in the United States gives the following tables for Southern roads. The first contains in parallel columns the earnings and mileage for March; the second gives the earnings for the first quarter of this year, with columns of increase and decrease as compared with same period of 1889.

	1890.	Miles
	Ear'gs.	
Anniston & Cincinnati.....	21,054	35
Anniston & Atlantic.....	7,868	53
Atlanta & Florida.....	6,341	105
Atlanta & West Point.....	36,779	86
Atlantic & Danville.....	24,008	151
Cape Fear & Yadkin Valley.....	35,606	245
Chesapeake & Ohio.....	43,097	754
Cinc., N. O. & Tex. Pacific.....	194,811	336
Alabama Great Southern.....	101,447	295
Alabama & Vicksburg.....	28,169	143
New Orleans & N. E.....	64,454	195
Vicksburg, Shreve, & Pac.....	25,612	170
Cin. Selma & Mobile.....	9,992	67
Covington & Macon.....	8,704	107
East Tennessee, Va. & Ga.....	501,795	1,140
Florida Central & Peninsular.....	97,745	578
Georgia Southern & Florida.....	31,943	152
Kanawha & Ohio.....	19,541	129
Kentucky Central.....	82,086	254
Little Rock & Memphis.....	36,415	135
Louis., N. O. & Texas.....	218,309	570
Louisville, S. L. & Texas.....	...	90
Louisville & Nashville.....	1,476,378	2,121
Lynchburg & Durham.....	449	10
Memphis & Charleston.....	110,507	330
Norfolk & Western.....	257,052	687
Ohio River.....	405,642	594
Ohio Valley of Ky.....	41,572	215
Richmond & Danville, 8 roads.....	10,523	91
Rome & Decatur.....	1,009,300	740
Savannah, Amer. & Mont.....	4,308	65
Shenandoah Valley.....	14,743	110
Western Railway of Alabama.....	70,060	255
	44,742	138
1890.	Incr'se.	Dec'se.
Anniston & Atlantic	23,550	2,228
Anniston & Cincinnati	27,229	5,120
Atlanta & Florida	21,839	7,048
Atlanta & West Point	126,076	5,482
Atlanta & Danville	68,900	30,680
Cape Fear & Yad. Valley	103,367	28,773
Chesapeake & Ohio	1,307,007	422,669
Cin. N. O. & Tex. Pac	277,448	139,467
Alabama & Great So.	407,666	14,729
Alabama & Vicksburg	131,496	16,592
New Orleans & N. E.	253,394	2,395
Vicks., Shreve, & Pac	129,932	16,090
Cin. Selma & Mobile	32,366	...
Covington & Macon	26,278	11,401
East Tenn., Va. & Ga	149,509	118,900
Flor. Cent. & Peninsular	305,421	22,746
Geor. South. & Florida	64,604	80,128
Kanawha & Ohio	56,992	5,540
Kentucky Central	216,370	8,574
Little Rock & Memphis	153,481	...
Louisville, N. O. & Tex.	790,672	35,497
Louisville & Nashville	4,221,703	348,509
Lynchburg & Durham	1,070	14,336
Memphis & Charleston	435,843	...
Mobile & Ohio	818,313	23,403
Norfolk & Western	1,206,726	213,647
Ohio River	113,583	15,492
Ohio Val. of Kentucky	15,077	25,885
Rich. & Dan., 8 roads	2,837,914	380,294
Rome & Decatur	12,500	13,350
Savann., Amer. & Mont.	47,030	15,710
Shenandoah Valley	180,100	98,407
Western R'y of Alabama	152,391	...

Gulf & Chicago Railroad.

Directors of the Gulf & Chicago Railroad, at their meeting in Mobile last week, awarded the contract for the building of their main line from that city to the Tennessee river. The distance covered is 365 miles, extending from a point on the west shore of Mobile bay, through Washington and Choctaw counties, crossing the Bigbee river near Coffeeville; thence through Clarke, Marengo, Hall and Tuscaloosa counties to the Warrior river, near Tuscaloosa; thence through Walker, Winston and Lawrence to the south bank of the Tennessee river, near South Florence. Sixty-pound T rails will be used, and steel bridges. For equipment, 54-ton engines of a new pattern are to be furnished, and freight cars having a capacity of thirty tons each. Forty bids were submitted, but only three covered the whole of the proposed line. The road will run through a fine timber country and rich agricultural belt, and through the heart of the Warrior coal fields in almost a straight line north from Mobile. The Birmingham Daily News says: "The specifications call for a road-bed and equipment of standard quality for the whole line, with station-houses, shops, roundhouses, telegraph line, etc., to be completed in three years. English capitalists are behind the undertaking, and C. C. Merrick, of Chicago, is president."

Dayton, Tenn.—Street Railroad.—It is reported that a street railroad will shortly be constructed.

Fort Payne, Ala.—Railroad.—The Fort Payne & Eastern Railroad, previously referred to, will

Railroad Construction

Abbeville, Ga.—Railroad.—Charter is reported as having been applied for to incorporate a company to construct a railroad to Dublin.

Ashland, Ky.—Railroad—Work has commenced on the Kinnecannick & Freestone Railroad, lately mentioned. The projected road is to be 8 miles long, and rails and equipment will, it is said, be furnished by the Chesapeake & Ohio Railway Co. (office, Richmond, Va.)

Ashland, Ky.—Electrical Railroad.—Work is said to have been begun on the Ashland & Lettensburg Electric Street Railway, previously mentioned. S. P. Hager can give information.

Ashville, Ala.—Railroad.—The New South Manufacturing & Mining Co. has secured control of the Ashville Railroad Co. and will track, erect stations, etc. It is probable that this is the Ashville & Whitney Railroad Co. previously reported as organized for the purpose of constructing a dummy railroad to Whitney.

Asto, Fla.—Railroad Bridge.—The Jacksonville, Tampa & Key West Railway Co. (office, Jacksonville) will, it is reported, construct a bridge.

Atlanta, Ga.—Railroad.—Surveys will, it is reported, soon be commenced on the Atlanta, Alpharetta & Blue Ridge Railroad. B. F. Abbott is president of the company. It is proposed to make the railroad a part of the projected line, lately mentioned, from Pittsburgh, Pa., to Atlanta.

Austin, Texas—Electrical Railroad.—A Mr. Shipe, of Abilene, Kans., is reported as stating that a company represented by him would apply at the next session of the legislature for a charter for an electric railway company to operate in Austin.

Austin, Texas—Street Railroad.—The Austin City Railroad Co. has commenced work double-tracking its lines.

Baton Rouge, La.—Street Railroad.—J. N. Ogden and others write, in reference to the street railroad lately mentioned, that they expect to commence construction on road-bed shortly, but are not yet aware of their wants in rails and equipment.

Bayard, W. Va.—Railroad.—The Bayard, Petersburg & Moorefield Railway Co. has been chartered with a capital stock of \$100,000. John W. Nibiser, of Bayard; James B. Rees, of Rees' Tannery; John R. Kaufman, of Sunbury, Pa.; Robert F. Whittier and John A. Lerry, of Philadelphia, Pa., and D. R. Leatherman, of Burlington, are the incorporators.

Birmingham, Ala.—Electrical Railroad.—The Birmingham Union Railway Co., lately referred to, has been granted permission to consolidate the three street car lines and the electric-light company, and to use electricity as motive power.

Brownsville, Texas—Railroad.—Contract is reported as signed for the construction of the railroad lately mentioned to extend to Corpus Christi, work to be commenced in 90 days.

Brunswick, Ga.—Railroad.—The Brunswick, Altamaha & Northern Railroad Co. has been organized by C. L. Schlatter, W. E. Kay, C. P. Goodyear, J. E. du Bignon and J. T. Dent for the purpose of constructing a railroad to some point in McIntosh county; capital stock \$150,000, with privilege to increase to \$1,000,000. Charter has been applied for.

Ceredo, W. Va.—Railroad.—Work has, it is reported, been commenced on the West Virginia Central Railroad, mentioned in the issue of March 8.

Charleston, S. C.—Railroad.—The name of the Kansas City, Chattanooga, Augusta & Port Royal Railroad Co., previously mentioned as incorporated, has been changed to that of the Kansas City, Chattanooga, Augusta & Charleston Railroad Co. In making a through line from Kansas City, Mo., to Charleston it is contemplated to use several small roads in Missouri, connect them and complete to Cairo, Ill. From Cairo, Ill., to Chattanooga, Tenn., a new line is projected, and the Augusta & Chattanooga Railway is reported as to be used between the two points after which it is named. It is rumored that the South Carolina Railway may be purchased to complete the road to Charleston.

Chattanooga, Tenn.—Railroad.—W. C. Durand, of Oneida, is reported to have secured contract for constructing 6 miles of the Chattanooga Western Railroad, lately mentioned.

Dallas, Texas—Cable Railroad.—The Metropolitan Railway Co. will, it is reported, construct three miles of cable railroad.

Danville, Va.—It is rumored that the Danville & East Tennessee Railroad has been purchased by the East Tennessee, Virginia & Georgia Railroad Co. (office, Knoxville, Tenn.) and the Richmond & Danville Railroad Co. (office, Richmond), and that its terminus will be made Johnson City, instead of Bristol, as projected.

Dayton, Tenn.—Street Railroad.—It is reported that a street railroad will shortly be constructed.

Fort Payne, Ala.—Railroad.—The Fort Payne & Eastern Railroad, previously referred to, will

be used as a part of the proposed railroad mentioned last week (under Guntersville) as projected to Port Royal, S. C., or some point on the Atlantic coast. The entire line will be constructed as soon as possible, and will be known as the Fort Payne & Eastern Railroad. W. T. Carley, chief engineer, can give information.

Fort Smith, Ark.—Railroad.—A bill is before Congress authorizing the Pittsburg, Columbus & Fort Smith Railroad Co., previously mentioned, to construct a railroad through Indian Territory.

Fort Smith, Ark.—Railroad Bridge.—The Kansas & Arkansas Valley Railway Co. (office, St. Louis, Mo.) has commenced work on the bridge previously mentioned as to extend across the Arkansas river.

Fort Worth, Texas.—It is stated that the Texas & Pacific Railway Co. (office, Dallas) has purchased the Fort Worth & Rio Grande Railway.

Frankfort, Ky.—A bill is before the legislature to incorporate the Fordsville & Middlesborough Railroad Co. to construct an extension of the Owensboro, Falls of Rough & Green River Railroad from Fordsville to Middlesborough. R. S. Triplett, M. H. Chamberlin, J. A. Faqua, E. Hill and others are the incorporators.

Frankfort, Ky.—A bill has been passed by the State Senate incorporating the Leitchfield, Big Spring & Northern Railroad Co.

Gadsden, Ala.—Electrical Railroad, etc.—A company has been chartered for the purpose of constructing electrical and other street railroads.

Guntersville, Ala.—Railroad.—The Bridgeport Railway Co. has been incorporated with a capital stock of \$1,000,000 for the purpose of constructing a railroad to Bridgeport. L. L. Cochran, J. A. Davis, of Fort Payne; J. B. Harison, of Langston; J. E. Brown, of Scottsboro, and A. J. McBride, of Atlanta, Ga., are among the incorporators.

Gurnee, Ala.—Railroad.—Aldrich, Worthington & Co. are reported as securing the contract for constructing 23 miles of the Briarfield, Blocton & Birmingham Railroad from Gurnee to Bessemer.

Hawkinsville, Ga.—Railroad.—The route for a railroad is being surveyed to extend to Grovania, about 120 miles distant.

Huntington, W. Va.—Railroad.—The Huntington & Big Sandy Railroad Co. has been chartered with a capital stock of \$200,000 by J. C. Caldwell, G. F. Miller, Jr., J. C. Miller, G. E. McDonald and Z. T. Vinson. The company contemplates constructing a railroad from Huntington to the mouth of the Big Sandy River.

Knoxville, Tenn.—The East Tennessee, Virginia & Georgia Railway Co. held a stockholders' meeting lately. It is said that the proposition concerning the purchase of the lines comprising the greater portion of the Queen & Crescent Route has been approved; also that the directors were authorized to issue \$6,000,000 of improvement bonds and that the directors were empowered to act concerning the question of holding or disposing of the stock in the Memphis & Charleson Railroads.

Laredo, Texas—Railroad.—Charter will shortly be applied for to incorporate a company for the purpose of constructing the railroad lately reported as to extend to Brownsville, 230 miles distant; capital stock to be \$2,000,000.

Laredo, Texas—Railroad.—Work will, it is stated, be commenced making the Texas Mexican Railroad, previously mentioned, standard gauge. The railroad is 160 miles long. W. Y. Raoul, 6 Wall street, New York city, is president.

Lexington, Ky.—The Belt Land Co. has purchased a controlling interest in the Lexington City Railway Co., lately referred to.

Lexington, Va.—Railroad.—The Baltimore & Ohio Railroad Co. (office, Baltimore, Md.) writes in regard to the current report, that it has no intention at present of constructing an extension of its road to Bristol, Tenn.

Little Rock, Ark.—The report lately mentioned that H. G. Allis, representing a syndicate of capitalists, has purchased the property of the Little Rock & Citizens' Street Railway Co. is correct. H. G. Allis, St. Louis, Mo.; W. N. Stannus, Little Rock; Hon. John M. Taylor, Pine Bluff; H. P. Bradford, of Pine Bluff, and George R. Brown, secretary of the Board of Trade, Little Rock, are interested.

Lynchburg, Va.—Railroad.—Surveys are reported as being made for a connecting line between the Norfolk & Western and Chesapeake & Ohio Railways.

Lynchburg, Va.—Electrical Railroad.—The Rivermont Co., mentioned elsewhere in this issue, intends, it is reported, constructing an electrical railroad.

Mannfield, La.—De Soto parish has voted a special tax to the Gulf, Shreveport & Kansas City Railroad Co., lately referred to.

Meridian, Miss.—Street Railroad.—The Poplar Springs, Handley's Lake & Meridian Street Railroad or Dummy Line Co. has been incorporated by J. T. Broach, H. F. Broach, W. F. Brown, Wm. A. Barker, B. F. Quarles and others; capital stock \$15,000, with privilege to increase to \$50,000.

Middlesborough, Ky.—Railroad.—Allison, Shafer & Co., of Chattanooga, Tenn., have, it is stated, secured contract for the extension, previously re-

ferred to, of the Knoxville, Cumberland Gap & Louisville Railroad.

Mineral Wells, Texas—Railroad.—Work will, it is reported, be commenced at once on the Weatherford, Mineral Wells & Northwestern Railroad, previously referred to.

Morristown, Tenn.—Street Railroad.—It is expected that construction will commence about May 15 on the street railroad mentioned last week. O. C. King, president, can give information.

Norfolk, Va.—It is rumored that the Norfolk & Western Railroad Co. (office, Roanoke) is negotiating for the purchase of the Norfolk & Virginia Beach Railroad.

Norfolk, Va.—Railroad Bridges.—The American Bridge Works, of Roanoke, have secured contract for the construction of the three bridges lately reported as to be built by the Norfolk Southern Railroad Co.

Raleigh, N. C.—Holders of the first mortgage 6 per cent bonds of the Western North Carolina Railroad Co. may exchange the maturing bonds for the new issue to the extent of \$300,000; old bonds and coupons to be presented at office of Central Trust Co., New York city, by April 30. A. B. Andrews, president Western North Carolina Railroad Co., can give information.

Richmond, Va.—Railroad.—It is reported that work will be commenced at once on the double-tracked, lately mentioned, of the Richmond, Fredericksburg & Potomac Railroad as far as Quantico.

Richmond, Va.—Electrical Railroad.—Contract will be shortly awarded for the construction of an electrical railroad to be built by the Richmond Railway & Electric Co., lately referred to.

Roanoke, Va.—Belt Railroad.—Surveys have been commenced on the belt railroad previously referred to as to be built by the Norfolk & Western Railroad Co.

Rockwood, Tenn.—Dummy Railroad.—J. B. Nealy, of Chattanooga, is said to have secured the contract for constructing the dummy railroad lately mentioned as to extend to Cardiff.

Scotland Neck, N. C.—Railroad.—It is reported that Frank Hatch will construct a short railroad to connect with the Hamilton Railroad & Lumber Co.'s road.

Sheffield, Ala.—Railroad.—Crass & Leith have, it is reported, secured the contract lately referred to for grading 10 miles of the Birmingham, Sheffield & Tennessee River Railroad from Margerum to Chickasaw.

Smithonia, Ga.—Railroad.—Hon. Jas. M. Smith will, it is reported, construct a railroad to a connection with the Georgia, Carolina & Northern Railroad.

Smithton, W. Va.—Railroad.—The construction of a railroad to Charleston is being talked of.

St. Albans, W. Va.—Railroad.—Arrangements are said to have been completed for the construction of the St. Albans & Coal River Railroad extension, previously mentioned, to Boone C. H.

St. Augustine, Fla.—Street Railroad.—The St. Augustine Street Railway Co., previously mentioned, has been granted right of way to construct its road.

Sumter, S. C.—Railroad.—It is stated that the Charleston, Sumter & Northern Railroad Co. (office, Charleston) has contracted with the Central Carolina Land & Improvement Co. for the construction of its branch mentioned last week to extend to Darlington via Bennettsville.

Tallahassee, Fla.—The Augusta, Tallahassee & Gulf Railroad Co., previously mentioned, is reported as having floated \$8,500,000 of its bonds.

Velasco, Tex.—Railroad.—Work on the proposed railroad from Alvin to Velasco, previously mentioned, will, it is said, be commenced shortly. G. W. Angle can give information. The Gulf, Colorado & Santa Fe Railway Co. (office, Galveston) is reported as to build the road.

Waco, Texas—Electrical Railroad.—The Mount Linn Town Co., mentioned elsewhere in this issue, contemplates, it is stated, the construction of an electrical railroad.

Waco, Texas—Railroad.—The San Antonio & Aransas Pass Railroad Co. (office, San Antonio) will, it is said, extend its railroad from Waco to Paris.

Winchester, Ky.—Electrical Railroad.—The street railway company has been organized with H. P. Thompson, president, and T. G. Stuart, secretary; capital stock \$30,000. The company contemplates erecting an electric plant.

THE annual meeting of the stockholders of the West Virginia Central Railroad Co. in Maryland was held last Tuesday at the office of the company in the Keyser Building, 219 E. German street, Baltimore, and the following officers and directors elected for the ensuing year: President, William H. Gorman; secretary, Maj. E. W. S. Moore; directors, H. G. Davis, A. P. Gorman, W. H. Gorman, S. B. Elkins, E. W. S. Moore, William P. Whyte and Frederick B. Lott.

WITH THE TIDE.

Marion (Va.) Enters the Ranks of Progress.

A Company Organized to Develop Mineral Properties and Build Up the Town.

[Special Cor. MANUFACTURERS' RECORD.]

MARION, VA., April 23, 1890.

Until very recently the people of Marion, Va., did not seem desirous of participating in the remarkable industrial development that has made the Old Dominion famous. They were disposed to linger and patiently await an upheaval of Nature's offerings, apparently content with the present and unmindful of the future. They do not seem to have been cognizant of the wonderful mineral advantages lying almost at their doors and only when it was patent to others did they begin to realize the value of an organization to develop their riches.

The restraining influences have not been able to longer confine themselves and be confined. When I reached the town I was astonished at the change in its business air from what I had witnessed in its quiet and unostentatious manner a few weeks ago. Upon inquiry, I readily ascertained that my energetic and progressive friends, Major A. G. Pendleton, of Marion, and Oscar D. Derr, of Roanoke, in connection with a syndicate, had secured options on the Hull, Loox, Lincoln, Gilmore and other lands comprising about 1,300 acres, and were perfecting plans to develop the town into a rich mineral section by the formation of a joint stock company with a capital stock of \$500,000, divided into shares of \$10, payable in ten per cent. instalments, thus enabling those of limited means to invest and become associated in the development and industrial advantages afforded in this section, with its favored location, climatic influences, railroad facilities, water supply and minerals.

Marion is situated 107 miles west of Roanoke and 43 east of Bristol; it is directly on the line of the Norfolk & Western Railroad, and in climate devoid of miasmatic influences. The water is free stone and the supply unlimited. Adjacent to the town are situated the valuable Chilhowie iron mines, a tract containing several thousand acres. Marble has already been discovered in four different sections in the vicinity of Marion—white, black and variegated and of the finest texture. Salt and plaster abound in large quantities. An unlimited supply of limestone for fluxing is to be had adjoining the celebrated Chilhowie mines, while the surrounding country is a belt of ore. Marion is directly in the heart of the southwest, only 30 miles from the lines of Ash and Alleghany counties, N. C., and 40 miles from Mercer county, W. Va., a region that is acknowledged to be filled with ore and coal. The Danville & Atlantic Railroad will soon penetrate her borders.

Marion is in the hands of a company that will push every movement they inaccurate to a successful culmination. The incorporator or projectors have already secured signatures to a large part of the stock, and applications are daily received for more shares. It is the intention of the promoters to construct a hotel, lay off and plan the town, open streets and utilize the two and a-half miles of river front for factories. Applications have already been received for the location of a knitting factory, a large agricultural implement factory, a furniture factory, woolen mill, novelty works, a stave and barrel works and gas pipe manufactory. There seems to be no reason why Marion is not a favored point for the location of a city. This development is a good thing and will bear close scrutiny and investigation by persons desirous to locate plants, or by purchasers of stock in the development company.

Then again Smythe county, in which

Marion is situated, received the first premium at the State Exposition in 1888 on her high grade ore and variety of her minerals over any other county in the State, and received the \$250 premiums. With the knowledge that it is a healthy section and that coal, ore and limestone are in abundance; with excellent railroad facilities, plenty of water, manufacturing industries secured, Marion is conceded to be a strong competitor with towns of older and more mature plans. Watch the tide, and unless I have wandered far from the path of sense, Marion will cause several towns to wonder what has caused the great industrial awakening that has taken possession of the old place. True it was difficult to arouse, but it is now in the industrial race. Closely watch every improvement. It has come to stay, this can be depended upon.

CHAS. E. HERRBERT.

We begin this week the publication of a weekly report of the prevailing prices of such stocks and bonds as are dealt in on the Birmingham Stock Exchange. Birmingham is the financial center of that part of the South that has been so prolific of industrial and development enterprises in the last few years, and this report is published to answer a growing demand for information of this character.

MORRISTOWN, TENN., April 18, 1890.—A Dayton (Ohio) company has procured a charter under the laws of our State for "The Land, Timber, Iron & Marble Improvement Co., and expect to go into the manufacturing business at this place. I presume they will commence operations here immediately after the election to be held here on the 26th of this month on a proposition to subscribe to \$90,000 stock to the Morristown & Cumberland Gap Railroad. The subscription will be voted, no doubt, almost unanimously. This dayton company is represented here by Messrs. Blaine & Bilton, with headquarters at this place. J. A. GOLLDAM.

Foreign Exchange Quotations.

ALEXANDER BROWN & SONS.
BALTIMORE, April 23, 1890.

Sterling.

Selling. 48½%

3 days. 48½%

Commercial. 48½@48½

Francs.—

Selling. 51½%

3 days. 51½%

Commercial. 94½

Reichmarks.—

Selling. 95%

3 days. 95%

Commercial. 94½

Guilders.—

Selling. 40%

3 days. 40%

Commercial. 39½

3 days. 40%

Baltimore Stock Exchange Quotations.

Reported by ALEXANDER BROWN & SONS, Bankers, Baltimore.

BALTIMORE, April 23, 1890.

BID. ASKED.

U. S. 4½% C. 103½

U. S. 4% C. 121½

Virginia 6% Consols C. 41½

Virginia 5-1/2 to 40% 56½

Virginia 3's, new. 65½ 66½

Virginia Stock Coupons, N. F. 26

Virginia 10-40 Coupons, N. F. 21½

N. Carolina 4%. 97

Baltimore & Ohio. 98½ 100

Northern Central. 68½

Central Ohio. 50 51

Atlanta & Charlotte. 92½ 108

B. & O. 5's. 108 109

Pitts. & Con. 1st 7's. 115½ 116

Northern Gold 6's C. 1900. 116½

do do 6's C. 1904. 120

do do 5's (series A). 111½

do do 5's (series B). 111

Ga. Car. & N. 5's. 103½

Cin. Wash. & B. (Ex B. & O.) 1st 4½'s. 101

Cin. Wash. & B. (Ex B. & O.) 3d 3's. 36½

Va. & Tenn. 8's. 120 130

Wil. & Wel. Gold 7's. 117

Wil. & Wel. 5's. 112

Wil. Col. & Aug. 6's. 118½

Ohio & M. 2d. 121½

Ohio & M. 1st. S. Div. 7's. 115½

Atlanta & Char. 1st. 7's. 121½

Atlanta & Char. income 6's. 103½

Col. & Green. ad. 6's. 81 82

Va. Midland. ad. 6's. 115½

Va. Midland. 3d 5-6. 108 108½

Va. Midland. 4th 3-4. 80

Va. Midland. 5th 5's. 101

West Va. Central 1st. 6's. 108½

Ga. Pacific ad. 80

Cape Fear & Y. Valley 6's. A. 104½

Cape Fear & Y. Valley 6's. B. 104

Cape Fear & Y. Valley 6's. C. 104½

Consolid'd Gas Stock. 48½

Consolid'd Gas Bonds 6's. 114½

Canton Co. 49½ 54

MANUFACTURERS' RECORD.

Southern Financial News.

NEW BANKS.

Atlanta, Ga.—The Atlanta Mortgage Security Co. has been organized with a capital stock of \$25,000 and privilege to increase to \$100,000. Charles S. Kingsberry, C. G. Atkins, J. W. Goldsmith and others are interested.

Austin, Texas.—A national bank has been organized by C. W. Gilfillan and T. C. Lewis, of Pennsylvania.

Bowie, Texas.—The two banks have, it is stated, been consolidated.

Chestertown, Md.—Another national bank is being organized with a capital stock of \$50,000. Thomas H. Horsey, James K. H. Jacobs, D. J. Nowland and others are interested.

Durham, N. C.—The Morehead Banking Co. has increased its capital stock to \$150,000 in order to establish the branch at Burlington lately referred to.

Glasgow, Va.—The Bank of Glasgow has been organized by S. H. Letcher, of Lexington; Wm. Smithdeal, of Salisbury, N. C.; T. S. White, D. W. Shanks, Jr., of Glasgow, and others; capital stock, \$50,000.

Graham, N. C.—A bank will, it is stated, be organized.

New Braunfels, Texas.—W. Clemens and others have applied for authority to organize the First National Bank of New Braunfels.

New Castle, Va.—The bank lately referred to is said to have been organized.

New England City, Ga.—It is stated that a bank with \$50,000 capital stock has been organized.

Opelousas, La.—A national bank is reported as organized with Alphonse Levy, president.

Selma, Ala.—The Bank of Selma has been incorporated by Wm. H. Hunt, Roger Ap, C. Jones and Walker H. Trimby; capital stock, \$50,000.

Upper Marlborough, Md.—It is reported that a bank is being organized.

Westminster, Md.—The organization of another savings bank is being talked of.

Winchester, Ky.—The Clark County National Bank will hold a meeting on May 1 to decide whether to increase capital stock from \$150,000 to \$250,000.

Barnesville, Ga., will, it is stated issue \$8,000 of 20-year 6 per cent. bonds for school purposes.

Dayton, Tenn.—The Dayton City Bank has declared a dividend of 12 per cent. during the past year.

Florence, Ala.—The Macon Savings Bank has sold \$100,000 of bonds, previously mentioned, to George M. Huston & Co., of St. Louis, Mo., at \$1,007.65 for the 10-year and \$1,014.37 for the 20-year 6 per cent. bonds.

Macon, Ga.—The Macon Savings Bank has declared a dividend of 5 per cent.

Marshall county, W. Va., will hold an election to decide as to the issuance of \$200,000 of bonds to provide for macadamizing public roads.

Newport, Ky.—The school board has sold \$35,000 of 4 per cent. bonds to the German National Bank of Newport at 98.

The Baltimore & Ohio Railroad Co. (office, Baltimore, Md.) has declared a 5 per cent. dividend on the stock of the Washington Branch.

The Burglar Alarm & District Telegraph Co., Savannah, Ga., has declared a semi-annual dividend of 4 per cent.

The Sibley Manufacturing Co., Augusta, Ga., has declared a semi-annual dividend of 3 per cent. payable May 1.

Over 18 per cent. Interest.

Parties wishing to invest money should correspond with us. We now offer some of the best opportunities for money making in the South. Perfectly legitimate and absolutely safe.

ENGLISH & WITHERS, COLUMBIA, S. C.

Wanted.

The services of an experienced, competent and reliable MECHANICAL ENGINEER

to draw plans and superintend construction of a blast furnace and rolling mill, is desired by the Covington Improvement Company, Covington, Va. WM. G. SEARS, Manager.

STEEL ENGRAVING.

PORTRAITS for Genealogical, County and Town Histories A SPECIALTY. Also VIEWS of MANUFACTORIES and DWELLINGS.

Twenty-five years' experience. Eminent references given.

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24 Boylston Street, Boston, Mass.

SOUTHERN STOCKS.

Corrected Weekly by WILSON, MARTIN & LEDEVY, Stock and Bond Brokers, and Members Birmingham Stock Exchange.

OFFICIAL QUOTATIONS BIRMINGHAM STOCK EXCHANGE

Saturday, April 19, 1890.

		LAST DIVIDEND.		
BANKS.	Organized.	Capital Stock	Per Cent. Declared. on Stock.	
Alabama National	1886	\$500,000	100 Jan. '90 a 4	
American National	1887	250,000	100 Jan. '90 a 4	
Bank of Attala.	1889	50,000	100 Jan. '90 a 5	
Berney National	1886	300,000	100 Jan. '90 a 5	
Birmingham National	1887	250,000	100 Jan. '90 a 5	
Central Savings	1880	50,000	100 Jan. '90 a 3	
City National	1889	100,000	100 Jan. '90 a 3	
First National	1884	250,000	100 Jan. '90 a 6	
First National Bank of Gadsden	1887	50,000	100 Jan. '90 a 6	
Jefferson County Savings	1886	150,000	100 Jan. '90 a 6	
Birmingham Trust and Savings Co.	1887	500,000	100 Jan. '90 a 3	
Mutual Loan and Trust Co.	1888	50,000	100 Jan. '90 15 E	
People's Savings Bank & Trust Co.	1888	50,000	100 Jan. '90 a 4	
RAILROADS.				
Birmingham Union Railway Co.	1887	1,000,000	50	
South & North Alabama R. R. Co.	1887	1,000,000	50	
MISCELLANEOUS.				
Annnistion City Land Co.	1887	3,000,000	100 July. '87 q 4	
Alabama Coal & Iron Co.	1890	1,000,000	100	
Bessemer Land Co.	1887	2,500,000	100 May. '87 q 2½	
Birmingham Ice Factory	1886	85,000	100 July. '87 a 10	
Birmingham Water Works Co.	1887	500,000	100	
DeBardeleben Coal & Iron Co.	1887	4,000,000	100	
Decatur Land Imp. & Furnace Co.	1887	5,000,000	100	
Decatur Mineral Land Co.	1887	350,000	100 O. t. '87 q 3	
Elyton Land Co.	1871	200,000	100 Nov. 10. '87 * * *	
Elyton Electric & Illuminating Co.	1886	100,000	100 July. '87 q 4	
East Birmingham Land & R. R. Co.	1886	1,022,800	100	
Easley Land Co.	1886	10,000,000	100	
Eureka (Furnace) Co.	1887	3,000,000	100 April. '89	
Florence Land & Mining Co.	1887	3,000,000	100 April. '89	
Gadsden Land Co.	1887	3,000,000	100 April. '89	
Henderson Steel & Mfg. Co.	1887	100,000	100	
Mag Eden Coal & Mining Co.	1887	100,000	100	
Mary Lee Coal & Railway Co.	1888	500,000	100	
Mary Pratt Furnace	1883	300,000	100	
North Birmingham Land Co.	1887	700,000	100	
Sloss Iron & Steel Co.	1887	4,000,000	100	
South Anniston Land Co.	1887	750,000	100	
Sheffield Coal & Iron Co.	1883	1,000,000	100	
Tennessee Coal & Iron Co.	1867	9,000,000	100	
Tenn. Coal & Iron Co., preferred.	1867	1,000,000	100	
Woodstock Iron Co.	1887	3,000,000	100	
BONDS.		Amount Outstanding.	INTEREST. Rate Per Cent. Bid. Asked.	
Alice Furnace		\$ 300,000	7	59
Birmingham Gas & Electric Light Co.				

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Equitable

MORTGAGE COMPANY

Capital subscribed.....	\$2,000,000.00
Paid in (cash).....	1,000,000.00
Surplus, undivided profits and guarantee fund.....	264,817.65
Assets.....	7,803,722.02

6 per cent. Debentures.

The company has deposited with the American
Loan & Trust Company, its trustee for the De-
benture holders of this county, \$3,323 first mort-
gage loans upon improved farms aggregating
\$3,515,124.37, covering 676,322 65-400 acres of land,
with an appraised value of \$12,426,326.30.

From these statistics it is apparent that the
average amount loaned on each farm is \$1,057.81,
that the average appraised value is \$18.37 per
acre, and that the company has advanced but
\$5.19 per acre, or 28 per cent. of the appraisal.
What can be safer?

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117 Devonshire St.; London, Eng.; Berlin, Ger.
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S. P. BERTRON Manager

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RICHMOND, VA.

OUR MANUAL OF INVESTMENTS, the largest pub-
lication of the kind published by any banking house
in the United States, may be had upon application
by parties interested.

Richmond Stock Exchange Quotations.

Reported by JOHN L. WILLIAMS & SON, Bankers,
Richmond.

RICHMOND, VA., April 22, 1890.

BID ASKED.

North Carolina 4's, 1910	95 1/2	97 1/2
North Carolina 5's, 1919	125 1/2	125
Virginia New 3's, 1932	63 1/2	66 1/2
Lynchburg, Va., 5's, 1915	104	104
Petersburg, Va., 5's, 1918	103 1/2	104
Richmond, Va., 5's, 1921	111	114
Atlanta & Charlotte Ry. 1st 7's, 1907	121	122
Atlanta & Charlotte G'd 6's, 1900	103	103 1/2
Char., Col. & Aug. R.R. Gen. 6's, 1932.108 1/2	110	110
Georgia Pacific Ry. 1st 6's, 1922.....	113	113
Ga. Pacific Income, 5's, 1923.....	79 1/2	80 1/2
Ga. Pacific Income, 5's, 1923.....	31	31
Petersburg Railroad Class A 5's, 1926.104	104 1/2	104 1/2
Petersburg Railroad Class B 6's, 1926.104	104 1/2	104 1/2
Rich. & Environs R.R. Gold 6's, 1915.116	116	116
West N. C. R.R. Gen. 6's, 1914	95	96
Northwestern N.C. R.R. Gen. 6's.....	100	101
Atlanta & Charlotte R.R. Stock.....	92	93
North Carolina Railroad Stock.....	100	103
R. F. & Pot. R.R. Div'd Obligations.108 1/2	109 1/2	109 1/2
Virginia Midland Railway Stock.....	46	47 1/2
Sloss Iron & Steel Co. Stock.....	90	95
Sloss Iron & Steel Co. 1st 6's.....	90	95
Sloss Iron & Steel Co. ad 6's.....	95	95

P. J. GOODHART & CO.

(Members of the New York Stock Exchange.)

24 BROAD STREET, NEW YORK.

Orders executed in New York and Boston for
buying and selling stock of the

Anniston City Land Co.

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\$10 per share MARGIN.

We make a specialty of all

Southern Securities.

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[Members of Baltimore
Stock Exchange.]

216 E. Baltimore Street, Baltimore, Md.

Investment and Miscellaneous Securities a specialty, and large lines handled. Exceptional facilities for
dealings in all classes of Southern Bonds. Loans on Collateral Securities negotiated. Quotations and
information furnished on application, and correspondence invited.

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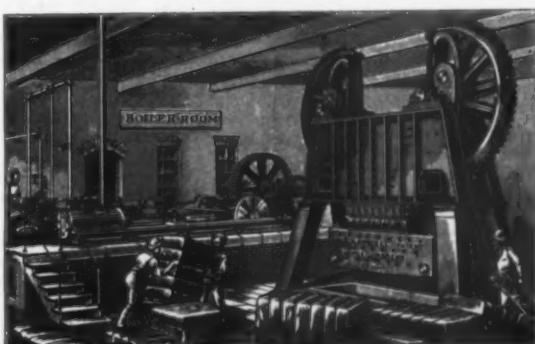
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COST of Plant Less
Than Any.
EXPENSE of Running
Half of Any

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Correspondence Solicited.

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Compress Co.

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CINCINNATI, O.



Hotel FAIRMOUNT

BRISTOL, TENN.

RECENTLY COMPLETED.

Large, Handsome, Well Built, Commodious and Well Ventilated Rooms. Broad Halls and Verandas. Elegantly Furnished. Equipped with Every Appliance that could add to the comfort of its guests.

The Fairmount is under the management of Mr. George S. Jacoby, who was manager of the Roanoke Inn in its early and palmy days. It will be kept up to the highest showing of hotel excellence.

The Fairmount is on a hill in a beautiful park a short distance from the town center. In a few hundred yards is a large lake provided with bathhouses and boats.

It is preeminently the place for visitors from the South in summer, and from the North in winter. Bristol, like most of the mountain section of East Tennessee and Virginia, has a delightful climate the year round.

An orchestra is employed at the hotel permanently.

For the convenience of commercial travelers, the hotel maintains a number of large sample rooms in the business center of the town. Street cars run to the hotel.

A comfortable, easy and elegant omnibus meets every train.

Since it was opened, the Fairmount has done a constantly increasing business. Commercial men gather here from surrounding towns to spend Sunday. It is THE hotel of this rapidly growing town.

CONSTRUCTION DEPARTMENT.

WE PUBLISH, every week, a list of every new factory, of whatever kind, projected anywhere in the South; every railroad undertaken, and every mining company organized. This information is always fresh, and, by enabling manufacturers to correspond with the projectors of such enterprises before their supplies of machinery have been purchased, is of great value. Manufacturers will find it to their interest to read this department carefully each week.

*Means machinery is wanted, particulars of which will be found in "Machinery Wanted" columns.

In correspondence relating to matters reported in this paper, it will be a favor if it is stated that the information was gained from the MANUFACTURERS' RECORD.

ALABAMA.

Anniston—Brick-yard.—The J. T. White Brick Co., lately reported, is putting in a steam dry-kiln with capacity for 25,000 brick per day, and will shortly reorganize as the Choccolocco Brick Co.

Anniston—Brass Foundry.—G. F. Rankin, of Massillon, Ohio, will, it is stated, locate a brass foundry near Corning.

Ashville—Iron Furnace, Water Works, &c.—The Ashville Land & Improvement Co. has been incorporated by Robert G. Ingersoll, of New York city; Robert Doyle, Andrew Johnson, L. F. Box and James Embry. It has purchased a large tract of land and will lay off in town lots, and, it is stated, build an iron furnace, water works and brick works. The capital stock is \$1,000,000.

Ashville—Manufacturing and Mining.—The New South Manufacturing & Mining Co. has been incorporated by Robert Doyle, of Chattanooga, Tenn.; R. G. Ingersoll, of New York city; James Embry and others, and, it is said, has secured control of 32,000 acres of mineral and timber lands adjacent to Ashville, and will develop at once. The capital stock is \$4,000,000.

Attalla—Iron Furnaces.—The Attalla Iron & Steel Co., mentioned in last issue, will, it is stated, erect four 50-ton charcoal iron furnaces.

Attalla—Furniture Factory.—It is reported that a large chair and furniture factory will be erected in Attalla by New England capitalists. Baker & Langley can give information.

Attalla—Iron Furnaces.—The company represented by T. Marooney, of New Orleans, La., lately mentioned, is reported as offering to build two iron furnaces provided a site was donated by D. Hammond, of Jacksonville.

Bessemer—Iron Furnace.—The Perry syndicate of Kansas City and New York city capitalists will build the iron furnace mentioned in last issue. The Bessemer Land & Improvement Co. can give particulars.

Birmingham—Publishing.—The Age-Herald Co. will put in a \$16,500 perfecting press.

Birmingham—Gas Works.—W. J. Moodie, of Washington, D. C., is reported as applying for franchise to construct pipe line for the transporting of fuel gas.

Bluffton—Fire-arms Works.—It is stated that the Bluffton Land, Ore & Furnace Co. has secured the removal of plant of the American Fire-arms Co. from Boston, Mass., to Bluffton.

Clayton—Cotton Factory.—J. T. Floyd and H. W. Price are making efforts to organize a stock company to erect a cotton factory.

Collinsville—Iron Furnaces, &c.—A syndicate has, it is reported, purchased nine miles of iron lands from Col. Densen, of Gadsden, and others for \$150,000, and will develop same. It has also, it is stated, purchased 3,500 acres of coal lands and will develop and build iron furnaces.

Eufaula—Furniture Factory, &c.—Godwin Bros. purchased the Barbour Machine Works, as lately stated, and will put in machinery for manufacturing furniture, sash, doors and blinds, planing and general woodwork.*

Florence—Tapestry Works.—It is reported that a new dye-house will be erected at Laycock's Tapestry Works and other improvements made.

Florence—Iron Foundry.—L. D. Erben, of Philadelphia, Pa., will, it is stated, erect a \$100,000 iron foundry.

Florence—Cotton Mill.—It is reported that a \$300,000 cotton mill will be built by Massachusetts

parties. The Florence Cotton & Iron Co. can give information if true.

Fort Payne—Can Factory.—Hobart & Co. will, it is reported, start a steel can factory.

Fort Payne—Sewerage System.—It is stated that the contract for the construction of the sewerage system lately mentioned has been annulled and that the city will construct same. The mayor can give information.

Gadsden—Rolling Mill and Stove Foundry.—Parties will, it is stated, shortly visit Gadsden with a view to building a rolling mill and stove foundry. J. H. Wiley can give information.

Greenville—Sheet Metal Works.—I. B. Hilson, S. J. Steiner, Abe Lehman and others are organizing the Alabama Sheet Metal Manufacturing Co. with a capital stock of \$5,000 to start sheet metal works.

Greenville—Saw Mill.—G. Stephens & Co. will, it is reported, erect a saw mill on Tygart creek.

Opelika—Steam Laundry.—W. D. Lyle is, it is stated, erecting a steam laundry.

Opelika—Wagon Factory.—The Opelika Iron Works will add to its plant the wagon factory lately mentioned as to be erected by Hudman, Bros. & Co.*

Ozark—Fertilizer Factory.—The Clayton Fertilizer Co. is reported as erecting a fertilizer factory.

Ozark—Cigar Factory.—Florida parties will, it is reported, erect a cigar factory.

Ozark—Cotton Factory.—A \$50,000 cotton factory will probably be erected.

Piedmont—Cotton Gin and Implement Factory. H. J. Davis contemplates starting a cotton gin and agricultural implement factory.

Sheffield—Iron Furnaces, &c.—Napoleon Hill, of Memphis, Tenn., is reported as purchasing under a foreclosure sale the three coke iron furnaces in Sheffield and mineral rights in Walker, Winston, Fayette and Marion counties from the Sheffield & Birmingham Coal, Iron & Railway Co. for \$350,000. J. C. Neely, also of Memphis, is said to have purchased about 5,000 acres of mineral land and rights in Walker and Jefferson counties from the same company for \$11,000.

Shelby—Grading.—An Anniston firm has, it is stated, secured contract to grade the streets at \$100,000.

Stephenson—Land.—J. C. Wall, of Wallview, Tenn.; T. M. Allison, of Jackson, Ala.; J. G. Taylor, of Brattleboro, Vt., and others have purchased the Stephenson Land & Improvement Co.'s property consisting of 1,000 lots and 583 acres of land.

Tuskaloosa—Ice Factory.—An ice factory will probably be erected.

Tuskaloosa—Sewerage System.—The city will issue \$10,000 of additional sewer bonds, as stated in last issue.

ARKANSAS.

Alexander—Wagon Factory.—T. E. Koch & Son have put new machinery in their wagon factory.

Benton—Bridge.—The Youngstown Bridge Co. has received contract to build an iron bridge across the Saline river at \$7,000.

Brinkley—Electric-light Plant and Water Works.—An electric-light plant and water works are reported as to be erected. The mayor can give information.

Fort Smith—Ice Factory.—The new ice factory lately mentioned will be erected. George Sengle is interested.

Fort Smith—Cotton Mill.—Fall River (Mass.) parties are figuring on the erection of a \$300,000 cotton mill in Fort Smith. R. H. Adair can give information.

Hot Springs—Water Works.—A reservoir and pumping plant will be constructed at the United States reservation. Hon. John W. Noble, Department of Interior, Washington, D. C., will receive bids for same until April 30.

Little Rock—Ice Factory.—The Little Rock Ice Co. has, it is reported, amended its charter, increasing capital stock to \$55,000.

Marianna—Corn Mill.—E. F. Friend, lately mentioned, has added a corn-meal mill to his plant.

Newport—Mineral and Timber Lands.—The Eagle Mining & Timber Co. has been organized with a capital stock of \$1,000,000, and will, it is stated, develop mineral lands in Marion county.

Newport—Cotton Factory.—The erection of a \$200,000 cotton factory is proposed.

Newport—Saw Mill.—F. A. Stevely is reported as having put new machinery in his saw mill.

Van Buren—Machine Shops.—It is stated that the Little Rock & Fort Smith Railroad Co. (office, Little Rock) will move its Argenta machine shops to Van Buren.

FLORIDA.

Archer.—The Albion Phosphate Co., mentioned in last issue as organized to mine phosphates, will probably erect acid chamber to have daily capacity for 25 tons of sulphuric acid, also machinery for reducing phosphate rock.*

Bartow—Phosphate Mines, etc.—Greeson, Farr & Gibson, Atlanta, Ga., are reported as purchasing the phosphate property of Mr. Barkalow, near Bartow, and will develop mines; also erect buildings for the manufacture of fertilizers.

Cedar Keys.—The maximum capital stock of the Nicaragua Commercial Co., reported in last issue as incorporated, will be \$1,000,000.

Fernandina—Fertilizer Factory.—George Forst and L. A. Chase, of Boston, Mass., have been prospecting with a view to locating a fertilizer factory.

Fernandina—Fibre Factory.—The Loomis Manufacturing Co. will purchase new machinery to double the capacity of its palmetto fibre factory.

Floral City.—A phosphate company has been organized by Citrus county parties, it is reported, at Floral City.

Gainesville—Planing Mill.—A planing mill is being erected near Gainesville.

Lafayette County—Phosphate Land.—A fertilizer company is reported as purchasing 830 acres of phosphate land from the Lafayette Land & Phosphate Co. (recently organized) in Lafayette county for \$8,000.

Lake City—Lumber Mill.—A lumber mill will be located near Lake City.

Ocala—Phosphate Mines.—B. C. Harter, S. P. Anthony, L. M. Thayor and others have incorporated the Peninsula Phosphate & Mining Co. with a capital stock of \$200,000.

S. Augustine—Foundry and Machine Shops.—W. J. Mack will add, it is reported, a brass and iron foundry to his machine works.

S. Augustine—Ice Factory.—The St. Augustine Ice Manufacturing Co. has contracted for another ice machine of 12 tons daily capacity.

S. Augustine—Cypress Block Factory.—Matthew Hays will, it is reported, increase the capacity of his cypress block factory.

Tallahassee—Land.—The United States & Florida Land & Loan Co. has been organized by D. P. Baker, L. Perry, T. C. Robinson, all of Providence, R. I., and others, to deal in, cultivate and colonize lands in Florida and elsewhere. The capital stock is \$100,000.

Tampa—Paving.—The contract to lay 30,000 yards of cypress block pavement has been let to Matthew Hays, of St. Augustine.

GEORGIA.

Americus—Car-coupler Factory.—Max Altman, mentioned in last issue as to probably establish a car-coupler factory, writes that he has such an intention, but is undecided as to when and where to locate.

Americus—Cracker Factory.—A company will probably be formed to erect a cracker factory.

Atlanta.—The Boyd & Baxter Furniture Co. has, it is stated, purchased the Topaz property adjoining its factory for \$15,000.

Bainbridge—Oil Mill and Fertilizer Factory.—The Farmers' Alliance and others will, it is reported, erect a cotton-seed oil mill and fertilizer factory.

Bainbridge—A \$100,000 investment and improvement company is reported as being organized.

Bainbridge—Ice Factory.—W. M. Blount has purchased and will locate an ice factory in Bainbridge.*

Barnesville—Knitting Mill.—J. A. Bialock, J. P. Thurman, J. T. Chambers, Jr., and others have incorporated the Excelsior Knitting Mill to erect the knitting mill lately mentioned. The capital stock is \$12,000.

Bremen—Car Shops.—The Chattanooga, Rome & Columbus Railroad Co. (office, Rome) contemplates, it is stated, building car shops in Bremen.

Bremen—Cotton Factory.—A stock company is being organized to erect a cotton factory. Hamilton & Brown can give information.

Brunswick—Electric-light Plant.—E. J. Allen, L. Meriwether and others will, it is reported, organize a company to erect an electric-light plant.

Camilla—Canning Factory.—A canning factory will be erected. It is reported that machinery has been purchased for same.

Canton—Stamp Mill.—It is stated that a new stamp mill has been erected at the Georgiana gold mine.

Carrollton—Buggy Factory.—D. F. New will, it is stated, erect a two-story buggy factory.

Carrollton—Electric-light Plant.—Mr. G. P. Quackenbush, of Tallapoosa, will probably erect an electric-light plant.

Carrollton—Brick yard.—W. J. Stewart has arranged for the additional machinery for his brick-yard lately reported.

Carr's Station—Kaolin Mines.—J. W. McMillan, of Milledgeville, mentioned in last issue, will develop kaolin beds.

Cartersville—Mineral Lands, &c.—J. W. Akin, L. S. Munford and J. S. Davitt have incorporated the Red Ore Co. to deal in and develop mineral lands, build canals, etc. The capital stock is \$15,000.

Cave Spring—Manganese Mine.—James M. Couper, previously mentioned as developing a manganese mine, has formed a partnership with G. M. Taylor to mine and prepare manganese for market.

Columbus—Land.—The North Highland Land, Improvement & Manufacturing Co. has purchased a large tract of land on the Chattahoochee river.

Dalton—Marble Quarry.—A company has, it is stated, been organized with Joseph Kenner as president to develop a marble quarry near Dalton.

Dawson.—An investment and improvement company will probably be organized.

Gainesville—Water Works.—The city council has appointed a committee of six to report as to the advisability of constructing water works. Dozier & Logan can give information.*

Griffin—Acid Chamber, &c.—The Farmers' Cooperative Manufacturing Co. will erect an acid chamber, also purchase Florida phosphate lands.*

Griffin—Ice Factory.—R. T. Daniel writes that the Griffin Ice Co., mentioned in last issue as applying for a charter, will probably not erect its ice factory at present.

Griffin—Cotton Compress.—The Griffin Compress Co. has purchased a site and will erect the cotton compress lately mentioned.

Griffin—Foundry and Machine Shop.—A \$50,000 company is reported as being organized to erect a foundry and machine shop.

Hartwell—Oil Mill.—The erection of a cotton oil mill is contemplated.

Macon—Knitting Mill.—The Macon Knitting Co., mentioned in last issue, has commenced the erection of a two-story addition, 210x75 feet, to its mill. It has a capital stock of \$150,000.

Macon—Shoe Factory.—Northern parties will probably erect a shoe factory.

Macon—Timber Land.—A. G. Butts and others have, it is reported, chartered a company to drain swamp land in the Ocmulgee river valley and put the timber on the market.

Macon—Medicine Factory.—Dr. C. L. Clawson, of South Carolina, will, it is stated, erect a medicine factory.

Madison—Machine Shops.—Efforts are being made to induce the Covington & Macon Railroad Co. (office, Macon) to locate machine shops in Madison.

Marietta—Cigar Factory.—L. McVicker, of Atlanta, will probably start a cigar factory.

Milledgeville—Canning Factory and Evaporator.—J. L. Sibley, G. D. Case, J. A. Horne and others have organized a company to erect a canning factory and evaporator.

Montezuma—Laundry.—The Montezuma Steam Laundry Co. has been organized with L. W. Gardner, president, and C. A. Hamilton, secretary, to erect the steam laundry mentioned in last issue.*

Richland—Fertilizer Factory.—Evan Prothro is president and Calvin Averett secretary of the stock company lately mentioned as organized to erect a fertilizer factory. The paid-up capital is \$25,000.

Richland—Iron Mines.—J. H. & J. M. Low will, it is reported, develop 800 acres of iron lands.

Rising Fawn.—T. B. Bethea and J. T. Mathews, of Fort Payne, Ala., purchased two-thirds interest in the Allison Springs property of E. C. Mosley, mentioned last week.

Rome—Collar and Shoe Factory.—T. M. Goodrum, of Newnan, contemplates the establishment of a coarse shoe and horse-collar factory in Rome.

Sandersville—Oil Mill and Fertilizer Factory. The erection of a cotton-seed oil mill and fertilizer factory is projected.

Savannah.—The Savannah Cotton Press Association, reported elsewhere in this issue as to rebuild its cotton compresses, will erect seven sheds 90x26 feet.

Savannah—Cotton Compresses.—The Savannah Cotton Press Association will rebuild the hydraulic and Tyler cotton presses, previously reported as burned. It will erect a corrugated

SUPPLEMENT

TREDECAR.

[Special Cor. MANUFACTURERS' RECORD.]

TREDECAR (P. O. JACKSONVILLE), ALA.,

April 23, 1890.

It is a commentary on the power of the MANUFACTURERS' RECORD that whereas Tredegar was a few weeks ago not even "a geographical expression," to-day it stands foremost among the industrial centers of the South, commanding interest and attention all over the country. Perhaps one reason for this may be found in the fact that Tredegar is not in the attitude of begging the public to furnish the money, through fancy prices paid for timber lands divided into lots, for the establishment of productive enterprises. That policy has been the bane of too many Southern townsite enterprises. The effect of such policies is more than apparent in the cases of propositions where the only thing commanded by the proponent boomers is a townsite often without the backing of mineral lands, timber lands, water and other things in control, requisite and necessary to the establishment of an industrial center upon terms attractive to the capitalist and laborer, who must be depended upon to furnish the conditions of industrial success.

In this regard Tredegar has already achieved a reputation more greatly promotive to its progress. The company and syndicate at the bottom of the movement have learned a lesson from bottomless booms scattered around, and have adopted a policy in the development of which the public becomes a protected partner in the movement. While some places have made their entire play upon ability to induce the public to come in and buy lots, Tredegar has abstained from the market in order to make the industrial improvements impending in this favorite center, conditions precedent to the land values that should obtain on the basis of such improvements, considered as accomplished facts.

There are other things provided for in the organization of Tredegar which it might not be a bad idea for other like places to copy. One of the great drawbacks to ultimate success in several important Southern industrial cities has been the lack of provisions and arrangements for the accommodation and comfort of the laboring classes. Without making any inviolable comparisons, it is notorious that in a number of the most wealthy and prosperous towns in the South it is next to impossible for the skilled workman to find a home, and especially to own a home, within the reasonable means of a wage earner. This is so because the greed of the town-site promoters has led to the sale of every available foot of land anywhere within reach of centers, to speculators.

At Tredegar a large sub-division of the place, embracing the finest part of the site topographically, supplied with an abundance of pure mountain freestone water, and immediately adjacent to the industrial part of the town, has been reserved, solely for the purpose of supplying skilled workmen with cheap lots upon which to build homes. It will not matter what the market price of lots may be, these reservations will be always open to skilled laborers of the place at prices which will enable them to own their own homes.

Since my latest communication arrangements have been made to commence at once the electric light and ice factory and cold storage plants. The latter awaits the inspection of one of the leading packing houses of the West, as it may be possible that the coming railway movements of the vicinity may render Tredegar a desirable

place for the distribution of Western meats to a considerable range of markets.

The Alabama-Tredegar Iron & Steel Co. has been organized with several local gentlemen at the front as incorporators. It is a matter of public secrecy, however, that these names are only used to cover the Eastern and foreign interest really proposing to make the improvement. Company report in Anniston and Birmingham make it likely that the Pennsylvania people, reported as contemplating the erection of a second furnace, will be in the field with their experts within a couple of weeks. There is also the best of reason for the prediction that ground will be broken for a rolling mill within a few weeks after the same thing has been done for a furnace.

The Jacksonville Mining & Manufacturing Co. has begun the new development on its "Walker" ore mines, and is bringing in men as fast as they can be utilized. The ore from this division of the company's extensive mines is regarded as among the best car wheel ores in the State. It was formerly mined extensively, but the development was stopped in order to conserve the deposit for the benefit of local enterprise. It is the expressed intention of the company to open up a series of mines upon its property in order to place the new furnace plants in the very best initial position to commence business. It may be interesting to note that the range of the company's iron veins will average all the way from 20 to 50 feet, all good, solid, high-grade hematites.

Representatives of Eastern parties are now here looking into the kaolin question. It is pretty well admitted that the finest beds of kaolinite in Alabama are located at Tredegar and in the immediate vicinity. It is proposed by a foreign pottery syndicate to establish a plant in the South and there to buck against the Eastern American concerns. One thing is certain, and that is, that all the conditions for success are here presented. The materials, including baryta and halloysite, are here in purity and abundance. The conditions of life and business are more favorable both to operator and operative than elsewhere in the United States, while markets are close at hand and the question of transportation altogether in favor of Tredegar.

The charming Tredegar Inn has been full for weeks. Ever since the new deal was effected, there has been a practical hotel man as manager in charge, and a first-class French chef in command of the kitchen. The Tredegar Inn is handsomely furnished, and is as comfortable an hotel as any all the year round hotel in the Union. As early as this week it is beginning to fill up with families representing the *haute ton* of New Orleans and Mobile, who find in the pleasant mountain air, scenery and delightful waters of the place a change from the tropical climate and busy mosquitoes of the Gulf. A number of Northern people who have been here for month or more, and who have become financially interested in the place, are also booked to spend the warm months in Tredegar. The fishing is superb, scenery and drives unexcelled, the summer sports from tennis to procrastination unequalled. There are riding parties, sulphur water parties, and, if any one were as wickedly inclined, it is just possible that a poker party might be found.

New England people were here last week with a large tannery and boot and shoe factory in view. They have gone home, as it is reported, to make their final arrangements. The representatives of the Massachusetts cotton mill people, who were called home to consult their directors, are expected back about the first of May.

Property has been steadily rising, although the company has apparently done everything possible to discourage anything like a boom. Our situation is rather peculiar in some respects. Although the portion of

Tredegar laid off for industrial purposes is in itself sufficient to constitute the area for a good-sized town, the topography of the site, leaves it only possible to connect that division with the present business center by a few wide avenues. The company is busy grading these and will have them handsomely paved and curbed. This movement has enhanced values along the thoroughfares between the center and the railway region considerably, and everybody has been making money. Depot street, Francis and Woodward avenues and Cherry street lots are all in demand, but the company is withholding property generally and discouraging investments until it can take advantage of certain movements that are likely to take place in the locality indicated.

One of the leading landscape gardeners of the South is to be here coincidentally with the return of the general manager from the East. The company has a most beautiful wildwood, surrounding a nest of a dozen huge springs, every one of which is good for a million gallons per day. These springs run out of the hills and into a sort of bowl of some 16 acres, and it is only necessary to build a wall across a small portion of the area to secure a natural lake of from 15 to 20 acres of clear, living water. It is proposed to make this lake at once, and to lay out the beautiful oak and cedar groves surrounding in a fine park, to be called Cedarhurst Park. This park will be the Northern terminus of the Mineral Railway now building to connect the cities of Anniston and Tredegar, and which is under contract to be finished by the first of October next. When that work is accomplished a programme of social pastimes is to be arranged, and the Tredegar Inn will become the *rendezvous* of the county hunt, a german being given weekly throughout the hunting season. There are a number of handsome country places in the vicinity which will also extend hospitalities to the club.

During the past three weeks we have had a continuous stream of visitors from Anniston, Birmingham, Chattanooga, Middlesborough, Louisville, Lexington, New York, Boston, Philadelphia and Baltimore. A number of the people from these places have bought sites intending to erect business buildings. The Tredegar National Bank has been fully organized and will commence business May 1. It is understood that a New England excursion will start this way early next month.

Altogether, while Tredegar has avoided anything like a boom, it has forged ahead faster than any new place in the South, within the experience of any of us. With excellent hotels, five churches, a college, good water and good society, and the greatest mineral resources in the section; and, with a "combine" behind it with means to make an industrial city without regard to the contributions of the public, the prospects seem rather better than good.

TREDEGAR.

THE MOSS BAY IRON & STEEL CO., of Great Britain, who, it will be remembered, recently established an extensive plant in Washington Territory, appears to be in a bad way financially. Its ninth annual report shows a loss on the year's work of about \$70,000, which the directors say has arisen because of the very great advances of raw material and the cost of labor, which for the greater part of the year kept in advance of the selling price of the finished product. Serious losses were also incurred in the carrying out of a large contract. Just how much of the loss, if any, resulted from the Washington experiment does not appear.—Iron Trade Review.

MORAL: The place to build iron furnaces is the South, where raw material and other elements of cost are cheaper than anywhere else in the world. Our English friends would better start a few more such enterprises as that at Cumberland Gap, and let Washington and the Northwest alone.

BASIC CITY, VA.

The Sale of the Lots in the New Town Fixed for May 7, 8 and 9.

A Description of the Site of the New City—Its Great Railroad and other Facilities—The Company's Great Beds of Brown Hematite Ore—The Industries Secured to Open the New City with 900 Workmen.

[Special Cor. MANUFACTURERS' RECORD.]

BASIC CITY, VA., April 19, 1890.

The more one studies the conditions existing here the more he is impressed with the advantages of this locality, both for manufacturing and as a place of residence. The resources of the surrounding country, and the possibilities of Basic City grow upon me with every successive visit. The location of the town, with reference to communication with the rest of the world, may be called a prize which its founders have captured. It is within 200 miles of the ocean by the Chesapeake & Ohio. It is within 100 miles of the great Flat Top coking coal region of Southwestern Virginia by the Shenandoah Valley and Norfolk & Western. It is within 200 miles of the coke region of Connellsburg, Pa., and within 100 miles by rail of the New River coal fields. It has railroad outlet for its products to every section of the Union. The Chesapeake & Ohio will take them to the seaboard in a night, and to the Ohio in a day. It opens the ocean and the great Northwest to it. The Shenandoah Valley Railway gives it an outlet to the great Southwest and to the Eastern manufacturing cities. Loaded in Basic City, freight may go to any point in the United States without breaking bulk. It is, so to speak, in touch of the world in the matter of transportation of its products. It is in the midst of a limestone country, and its fluxing material is ready at hand. It is located in the center of an iron country. The company itself owns large bodies of mineral land on the Shenandoah Valley Railroad, a few miles off, from which iron ore has been mined and shipped North for some years past—brown hematite. The fact is—and this fact should be remembered—the brown hematite is in inexhaustible quantities at the company's mines but a few miles distant, and has been used in Roanoke and Milnes furnaces and found to be of the best quality; so good that the demand has been as great as the output, and has been for some years.

The location of Basic City is one of the best on which to put a manufacturing town that can be found in Virginia. It is situated on a rapid river, to which the land falls anywhere from thirty-five to fifty feet, giving excellent drainage. It encloses on all sides the junction of the Chesapeake & Ohio and the Shenandoah Valley Railways. Through its center runs a broad avenue, which will pass under the C. & O. track through an arch ninety feet wide. Not less than six of the lesser streets will pass through arches under the embankment, which will give a very picturesque effect. Its streets have an immense advantage in the way of economy and service. They can be made of a sort of marl, which lies in the hills on the company's land, and which, when rolled, makes a surface like asphalt. The Shenandoah Valley Railway intersects the whole town from north to south, and the Chesapeake & Ohio from east to west; and it is west of the Shenandoah Valley and north of the Chesapeake & Ohio that lies the broad plateau, at the foot of which the river runs, and on which will be the free sites for manufacturing plants. This river is to be crossed by an iron bridge near the northern edge of the town, and when crossed the visitor finds himself on a beach of rolling sward-land, which will be in great demand for residences. From a point on the C. & O. Road, near the river,

will spring a trestle road, which soon becomes a surface road, and passes along the river edge around the town to the north and northeast, passing in front of factories and the furnace, giving easy railroad handling for outports.

The locality is noted not only throughout Virginia, but throughout the South for its beauty and healthfulness.

The water of the town is pure freestone, and within its limits is a lithia spring, which is nearly thirty yards across, and boils so freely that it forms a stream large enough to supply a town of 30,000 population, and there are also two fine chalybeate springs on the property. These springs add to the character of the place as a health resort, and such this locality has been in the summer for Eastern Virginians for many years. It is free from malaria, and safe from blizzards and tornadoes.

The policy pursued by this company should, in these "booming" times, win for it a great deal of confidence. It was organized nearly five months ago, with all of its stock taken in the first three weeks of its existence, and notwithstanding the urgent clamor of some of its shareholders, the directors have persistently refused to put its real estate on the market until manufacturing plants enough had been secured, without chance of failure, to make the lots worth the money which investors may pay for them. There have already been enough industries secured and located to guarantee the presence of at least 900 workmen, which will make a solid foundation for a city, and the managers, with plenty of money in the treasury, are pushing ahead, and before the day of sale will doubtless have contracted for other industries. The industries secured are: A 100-ton iron furnace, car works, with a capital of \$250,000, a paper mill, two blind, sash and building material factories, and two brick manufacturers. These enterprises are in course of construction, and negotiations are pending for a rolling mill and steel plant.

Besides the present excellent hotel, the company is erecting a fine hotel on the pretty slope in the northeastern part of the town. The architect of the hotel is W. M. Poindexter, of Washington city, the same architect who remodeled the country house of ex-President Cleveland near Washington. It is of Queen Anne style, and has that characteristic of the modern hotel, an ornamental fireplace in the main hall for burning wood. This hotel is being built half way up the slope on the northeastern portion of the town, and commands a beautiful and extensive view.

The company has sent Mr. A. C. Walker, an experienced engineer, over the route from Basic City to Fort Defiance, the nearest station on the Valley Branch of the B. & O. Railway. The distance is only about ten miles. Mr. Walker reports the route excellent and the grades easy. This short distance will be a part of the longer line of the Basic City, West Virginia & Pittsburgh Railway, which was chartered by the legislature of Virginia, and which, when built, will put the new town in direct communication with Pittsburgh and give the town three railroads. The building of this first section to intersect the Valley Branch at Fort Defiance is the earliest part of the design. The new town is also in about 20 miles of the West Virginia Central Railway, which is being built from, Ceredo through West Virginia and Virginia to the Potomac. It is a notable fact about the railroad location of Basic City that the output from furnace or factory in that town may be put on the cars and, without breaking bulk, be landed at any seaport on the Atlantic coast.

The directors have fixed the sale of Basic City lots for Wednesday, Thursday and Friday, May 7, 8 and 9, and have made arrangements for excursion fares on those days with the Chesapeake & Ohio and Shenandoah Valley Railroads. The terms,

as I learn on enquiry, are one-fourth cash and the balance in 6, 12 and 18 months. The company agrees to receive the deferred instalments of purchase money in stock of the company at par value—\$100.

I am greatly pleased with the people here. They are live and progressive, and cordially welcome all comers. Investors are daily coming to view the new town, and express themselves delighted with the location and determined to come to the sale. Lands adjacent and near the new city are being bought up by capitalists. Building and improvement companies are trying to make terms with the company by which they may commence operations before the day of sale, but the company will likely hold them off until after the grand lot sale to commence on the 7th of May, and will give investors at the sale the first chance at the lots upon which the town is being built.

GREENSBORO, N. C.

An Interesting Letter From an Authoritative Source.

[Special Cor. MANUFACTURERS' RECORD.]

GREENSBORO, N. C., April 21, 1890. The Greensboro boom is still on the increase. The North Carolina Steel & Iron Co. will shortly give out the contract for its two furnaces, and these will be followed by other industries. It seems certain that Greensboro will become an important iron producing center. The following letter from a prominent iron manufacturer of Pennsylvania on the ores of this locality will be of interest:

PHILADELPHIA, March 1st, 1890.
MR. J. A. GRAY, Greensboro, N. C.:

Dear Sir—Referring to our conversation concerning the establishment of a blast furnace at Greensboro, and to your request that I would give you information as to the iron ores and fuel that are available for a furnace at that place, I beg to say, that in the year 1867, attracted by the presence of the great range of pure Bessemer magnetic ores that traverses the counties of Rockingham, Guilford and Davidson in your State, a few gentleman of Philadelphia, having secured a large area of those ores, erected a bloomery near Greensboro, and also commenced the shipment of the ores eastward to the steel mills. You are aware that the unlooked for introduction of foreign ores, at much lower prices than we could deliver our ores at the sea, under the very high railroad rates prevailing at that time, defeated the profitableness of the undertaking, and the absence of good fuel coal or coke prevented us from establishing a blast furnace, charcoal in that locality being too uncertain and costly.

During that period the study of the iron ore question of that region was important and necessary to me, and I am able to say to you that within a radius of 100 miles of Greensboro, there are to be found large ranges and bodies of iron ore of various character, viz: magnetite, hematite, limonite and siderite (carbonate of iron). The magnetites are found in the range already referred to as traversing Rockingham, Guilford and Davidson counties—others in Yadkin, Surry and Stokes. The former are titaniferous, but purely Bessemer; the latter not titaniferous, but also Bessemer, both of high grade and apparently limonites in quantity. Beds of magnetites are found extending from the Virginia line to the Yadkin river. Limonite exists in many localities, but the most notable and available is that known as Ore Hill, in Chatham county, which embraces a large workable area, on which many pits have been sunk, which are said to have proved the ore to be in great quantities. An analysis shows 57 per cent. metallic iron and a trace of phosphorus. There are Bessemer ores, hematite and magnetite ore also found here.

At Conrad Hill, in Davidson county, is found hematite, limonite and siderite.

The siderite (carbonate of iron) spathic ore of Conrad Hill is of excellent quality, and is found in connection with a vein of gold bearing sulphide, which has been extensively worked. In Chatham county are hematites, and at Egypt black band and ball ore, which would be valuable for fluxing purposes. The magnetite ore beds in Stokes county, near Danbury, are found in beds of good thickness, of high grade and free of phosphorus. There are many other ore bearing localities which would be tributary to a furnace at Greensboro.

When connection is made by the Norfolk & Western Railroad with the Cape Fear & Yadkin Valley Railroad, the Greensboro furnace can be supplied with Pocahontas coke at as low a cost as other successful furnaces pay for it. I am told that coke is now made from coals of the Deep river

region, and, if so, the cost of your pig metals would be considerably reduced, if the coke is of equal good quality.

There are localities where iron ores, fuel and limestone are much nearer together than they are at Greensboro; consequently the cost of transportation of the same is much less to such points, but as an offset to that advantage it is a fact that in many such instances the ores are of low grade and impure, while those in the vicinity of Greensboro are of high grade, of great variety and many of them pure Bessemer; therefore the pig metal made from your tributary ores would be very much in demand and would command a much higher price in the market.

I wish to call your particular attention to the statement of Prof. Lesley on the value of the soft titaniferous ores of Rockingham county for making steel. These ores are not refractory and can be used to a large extent in mixing with other ores for Bessemer pig metals. The metal made from them will be the very best. Also to the remarks of Professors Lesley and Gent on the purity and value of the Hobson ores of Yadkin county. Your distinguished geologist, Prof. Kerr, and no better authority can be had, also reports fully concerning these ores and all the minerals of the State in his admirable volumes of Geology of North Carolina. The estimate you showed me of the cost of making pig metals at Greensboro is in my opinion conservative. I believe that under economical management, with a skillful and experienced manager, and if reasonable rates for transportation of ores and fuel are secured, that high grade pig iron can be made at from \$10.50 to \$11 per ton.

Very truly yours,
THOMAS GRAHAM.

While it has been generally known that North Carolina was rich in ores, it has been commonly supposed that they were to be found only in the extreme western part of the State. This letter, from a man who knows what he is talking about, shows that iron of almost every variety and of high grade abounds in nearly every part of the State.

Well-Earned Promotions.

The following official order was issued late last week. It confirms the rumors that appeared several days before in the North Carolina press. One of the great secrets of the success of President John M. Robinson as a railroad manager has been that he has always known how to appreciate and reward the services of his lieutenants. In the steady and profitable growth of the important system over which he presides, the three gentlemen named below have been his efficient assistants and co-workers:

SEABOARD AIR LINE.
SEABOARD AND ROANOKE SYSTEM.

President's Office.

BALTIMORE, April 19, 1890.
Seaboard & Roanoke Railroad, Roanoke & Tar River Railroad, Raleigh & Gaston Railroad, Louisburg Railroad, Raleigh & Augusta Air Line Railroad, Pittsboro Railroad, Carthage Railroad, Carolina Central Railroad, Georgia, Carolina & Northern Railroad.

Major John C. Winder is appointed general manager of the above named railroads, to date from May 1st, 1890, with office at Raleigh, N. C.

Mr. L. T. Myers is appointed general superintendent of all the above named railroads, to date from May 1st, 1890, with office at Portsmouth, Va.

Mr. John H. Winder is appointed superintendent of the Seaboard & Roanoke and Roanoke & Tar River Railroads, to date from May 1st, 1890, with office at Portsmouth, Va. JNO. M. ROBINSON, Pres.

MANAGERS of mills, factories, furnaces, mines, etc., and parties starting manufacturing enterprises and needing machinery or supplies of any kind will find it profitable to consult the advertising columns of the MANUFACTURERS' RECORD. Its pages contain names of the best houses in the country among manufacturers of and dealers in machinery and mill supplies.

WAYNESBORO, VA.

Its Magnificent Natural Advantages.

And the Splendid Manner in Which They Are Being Utilized.

[Special Cor. MANUFACTURERS' RECORD.]

WAYNESBORO, VA., April 20, 1890.

In the articles that have been written on this place the reader would naturally infer that Waynesboro and Basic City were separate and distinct towns. The fact is that while there are two acts of General Assembly of Virginia incorporating both, only a small river is the line, and a little over two miles square would cover the corporate limits of both. Waynesboro is the old town with new life—about 2,000 inhabitants, with the schools, churches, stores and the bulk of present population of both places. What helps one town cannot fail to add to the material prosperity of the other, hence reference will be made to all industries in both places. Waynesboro has taken on new life and Basic City has become known, all within the last six months. Until then it seems its unsurpassed advantages either for health or manufacturing purposes were overlooked, but being once found, as much has been done in the same length of time probably as anywhere else in the South. Situated on the south fork of the Shenandoah river, in the midst of the richest agricultural section of the far-famed Shenandoah valley, over 1,500 feet above sea level, and protected from storms on the east and west by the Blue Ridge and Alleghany mountains, what could nature do but give good drainage and water? The drainage is perfect, and the famous Baker Spring, now belonging to the Amazon Springs Hotel Co., furnishes 7,000,000 gallons of pure freestone water per day.

The grand trunk lines of the Chesapeake & Ohio, and Shenandoah Valley roads, the latter connecting with and practically forming a part of the great Norfolk & Western system, furnish transportation North, East, South and West over competitive lines, and the building of the new line to Pittsburgh, chartered by last Legislature, will give all that can be possibly asked for.

The minerals surrounding Waynesboro, now owned and being developed by the various companies, cannot be surpassed. The various hematite iron ores are found in such quantities that the attention of leading iron men has been attracted and their agents are here watching developments. Mr. Carnegie is now working valuable manganese mines within seven miles of here, and rich deposits have been discovered all along the foot-hills of the Blue Ridge on the properties of the various companies. There is an abundance of every variety of timber.

LAND AND IMPROVEMENT COMPANIES.

The stock of the Basic City and Waynesboro companies was all taken in a few days, and is now above par. The next stock placed on the market was the Amazon Springs—one valuable lot with every two shares of stock, on easy terms of payment. This stock will remain upon the market for a few days only. The lots given with the stock are estimated to be worth over \$200 apiece on an average today, and some lots over \$500. The alternate lots sold, in February last, some as high as \$375, the average being nearly \$200. One-half of the proceeds from the sale of this stock will at once be put into a grand hotel in the midst of these lots, on one of the prettiest sites in the State. The lots are better situated for residences than any other in Waynesboro, on gently rising ground, beautifully drained, with a supply of excellent water. They attract the attention of every one looking for a home; they are without an objection, and will be in demand for build-

ing. To prove this fact it is but necessary to give a list of industries already assured: Car works, capacity 7 cars per day, to employ over 400 hands; paper mill, fancy and enameled paper, to employ over 75 hands; two sash, door and blind factories, to employ over 100 hands; two brick factories, capacity 35,000 per day, to employ over 50 hands; one tile factory, to employ over 20 hands; one roller process flouring mill, to employ over 20 hands; two furniture factories, to employ over 50 hands; Waynesboro Gas & Light Co., to employ over 20 hands; Rife's hydraulic ram, to employ over 15 hands; Waynesboro creamery, to employ over 10 hands; one 100-ton furnace in process of erection.

Some of the above are already in operation. Negotiations are pending for the following industries: Two 100-ton furnaces, rolling mill and pipe foundry, cigar factory, churn and chair factory, drug and chemical works.

The Ingall City Investment & Improvement Co., with a capital stock of \$5,000,000, has out its prospectus, showing a combination between a large coal property of West Virginia in the great Kanawha valley and an extensive well-developed iron property near Waynesboro, Va. The prospectus states that the company will erect two 100-ton furnaces, water-pipe foundry, steel rail mill, rolling mill, etc., with all the modern appliances for the manufacture of pig metal, water piping, steel rails, nails and bar iron at a minimum cost. It proposes also to establish a large coaling plant at Waynesboro, not only for supplying its own wants in all of its manufacturing departments, but also to supply coal needed in this section of Virginia. This company will necessarily employ from 300 to 500 hands. Adding these to those employed by the other companies makes over 1,100, which will give a weekly payroll of at least \$10,000.

Let those who may be disposed to hesitate about the future of this place come and see it for themselves.

Our Pig Iron Production and Prospects.

It seems from the returns of furnace capacities so far collected by the American Manufacturer that up to the first of this month our probable make of pig iron has been over, rather than under, two and a quarter million gross tons. This is at the rate of nine million tons for the year, or fully half a million tons more than has been made any year in Great Britain, and nearly 1,400,000 more than we made last year. This make seems to have been a little in excess of the requirements of the market and prices have fallen. No. 1 anthracite, which varied through 1889 from \$18 in January to \$17 in May and rose to \$19.25 in December and reached \$20.25 the first of the year, has fallen to \$18.75 or \$19, and our iron masters are asking if it is not best to forestall a glut, which may lead to a disastrous decrease in prices, by following the example now being set them in England and make a decided reduction in their output.

While such a course would undoubtedly immediately appreciate prices sufficiently to lead to increased buying and "give a healthier tone to the market," it may be doubted if that plan would be, on the whole, better than to continue production at its present rate. There is every indication of an increased demand for iron, notwithstanding the apparent vacillations of Congressmen elected on the pledge that they would give the industries of the country an assurance of future prosperity. It is almost impossible that our mileage of new railroads should not be greater this year than during the last, and unless there should be a great railroad war or an unexpected rise in prices, renewals of old rails

should call for more steel than has ever been required before for that purpose. There is also no reason why iron for structural purposes and machinery should not be in greater demand.

Our increased make for 1889 over 1888 was at the rate of 17.2 per cent., with a rising market at the close of the year, and an output of 9,000,000 gross tons would call for less than 200,000 tons more than a continuance of this rate. The passage of the Farquhar Bill would call for much more iron than this to go into shipping.

There is also this further objection to the plan, our English friends wish us to follow their example; if we reduce our output of iron they will immediately blow in the furnaces they have lately put out of blast. We are at length ahead of them, and it is best to keep ahead of them and not allow the conditions described in the *Eisen Zeitung* as obtaining in Germany to overtake us. "Month by month our trade balance," says the *Zeitung*, "has become worse. The imports are more than three times as great as in December of the previous year, which is naturally to be attributed in the front rank to the heavy importation of pig iron." Of course, their export trade has suffered, and it is added: "But the time seems to be drawing near with giant strides when the lost exports will be deeply deplored." In the meantime with our increase of 17.2 per cent. in production we increased the value of our exports of iron and steel from 19½ million to 23½ million dollars, and of agricultural implements from 2½ to 4½ million dollars, or about 25 per cent. And if we only controlled our own transportation lines we could immediately step into much of the iron and steel trade of both England and Germany, and with our iron would go many other American products.—*American Economist*.

\$950,000.

Sales of Lots at Cardiff.

Nearly a Million Dollars' Worth of Property Sold in Less Than Two Days.

[Special dispatch to MANUFACTURERS' RECORD.]

CARDIFF, TENN., April 23, 1890.

Cardiff beats the record. This, the latest enterprise of the ablest promoter of the age, W. P. Rice, exceeds in magnitude all his previous undertakings. The crowds gathered here at the sales of lots are such as have never before been brought together on a similar mission. New England and Western capitalists are here in heavy force. A very considerable part of the private wealth of the United States is owned by the men who are here to-day. And a considerable percentage of it is going into Cardiff real estate. The company's sales yesterday and to-day have reached the stupendous sum of \$950,000. Private sales by individual owners have also been heavy. Everybody is enthusiastic. Everybody believes in Cardiff's future. Everybody has confidence in the ability and determination of Rice and his New England associates to build here a great industrial city. There is no speculative excitement. Among the buyers are some of the most solid, conservative and far-seeing men of New England. Purchasers can undoubtedly sell again to-morrow or next day if they want to at 50 per cent. advance on prices paid the company.

A New Town in Alabama.

The latest development enterprise inaugurated on a big scale is in Alabama. Alfred Parrish, who has been identified with industrial movements in that State for several years, is the projector of a new town on the Tennessee river. The North Alabama Development Co., of which he is the father, owns several thousand acres of mineral and timber lands and a superb town site at Chickasaw on the Tennessee river, just two miles within the Mississippi line. The Birmingham, Sheffield & Tennessee River Railway Co., an allied corporation, is building to Chickasaw, and will shortly put the locality in communication with Birmingham & Bessemer, running through the brown ore fields of Northwest Alabama. It is stated that the road already has contracts with Birmingham iron masters for 12,000 tons of ore a month from the Chickasaw region, and that contracts for 30,000 tons a month have been offered.

The new town will be called Riverton. Mr. Parrish informs us that two iron furnaces and a basic steel plant will be built. A Pittsburgh barge line has been bought out and will be operated from Riverton. Several other enterprises are in prospect, and it is the intention of the company to devote half of its capital stock of \$3,000,000 to subscriptions to other industries. A large amount of English money has gone into the enterprise.

Deptford, Tenn.

In his "Old South and the New," the late Judge William D. Kelley devotes nearly a chapter to a description of the marvellous resources of the Sequatchie valley, Tennessee. He was so impressed by the possibilities of the region that his son, William D. Kelley, Jr., moved from Philadelphia to this region. In his studies of and researches in the valley this young man has found all the possibilities that his father counted upon to be realities, and on his advice a syndicate of Philadelphia men have purchased a large tract of land at Deptford and organized a land and improvement company.

Deptford's iron, coal, timber and other resources have already been fully tested and well developed. Being situated at the foot of the valley on the banks of the grand Tennessee river, Deptford should be a growing and thriving town. With its railroad traffic and the advantages of cheap river transportation, it must be included in the fast growing list of thriving busy centers of the Tennessee valley.

THE press of news matter and advertising coming in after the forms had gone to press compels us to issue a Supplement again this week. As the cover had already been printed before this was made up, the articles printed in the Supplement do not appear in the table of contents.

Subscribe to the MANUFACTURERS' RECORD.

"The South is the Coming El Dorado of American Adventure."—Late Hon. Wm. D. Kelley, of Pennsylvania.

DEPTFORD, TENN.

On the Tennessee River, at the

* GATEWAY OF THE SEQUACHEE VALLEY. *

THE PENNSYLVANIA TOWN OF THE SOUTH.

Situated at the only point where the Tennessee River crosses the great Sequachee Mineral Fields. One Million Dollars is paid out annually for wages in this valley. Seventy Miles of the Finest Coal and Iron Ore in the South. Three One Hundred-Ton Furnaces, One-Hundred and Seventy Coke Ovens now in operation.

Our Coal and Iron Lands are already developed, therefore we will invest every dollar in the improvement of our town site, rapidly enhancing the value of the lots you buy.

Deptford lies on the Nashville, Chattanooga & St. Louis Railroad *at its conjunction* with the Memphis & Charleston survey and the Birmingham Mineral; and also enjoys advantages of water transportation by the great Tennessee River, which renders null the detrimental portions of the Interstate Commerce Law.

DEPTFORD IS THE HEIRESS OF THE VALLEY.

All its wealth and commerce must pass through her midst and pay tribute to her successful growth. She is controlled and now being developed by the DEPTFORD LAND & IMPROVEMENT COMPANY, a corporation chartered under the laws of the State of Tennessee, composed of Philadelphia capitalists.

A limited number of Lots will be placed on the market at a low price from April 23 to May 5, at which date the Company guarantees to advance prices 20 per cent., and on May 10 all property will be taken from the market preparatory to the

First Great Auction Sale of Lots,

MAY 12 AND 13.

Special Trains will be run, reaching Deptford on those dates from Philadelphia, Chattanooga, and other points.
REDUCED FARE ON ALL RAILROADS. For further information address

DEPTFORD LAND & IMPROVEMENT CO.

FRANK D. ARTHUR, Manager.

Deptford, Marion County, Tenn.

iron building 20x100 feet for each press. The estimated cost is between \$150,000 and \$200,000.

Savannah.—R. R. Dancy, C. P. Rossignol and N. F. Jackson have incorporated the De Soto Investment Co. with a capital stock of \$15,000.

Smithville.—The Smithville Improvement Co. has been organized with a capital stock of \$10,000.

Sparta—Planing Mill.—The Sparta Brick & Manufacturing Co. has put in planing machinery, as lately stated.

Thomaston—Shoe Factory.—A Staunton (Va.) party will, it is stated, organize a stock company to erect a shoe factory.

Thomasville—Land.—A Northern syndicate represented by J. W. Jones has purchased 800 acres of land from A. T. MacIntyre for \$60,000, and will improve same and lay off into lots.

Waycross—Electric-light Plant and Ice Factory.—Albertson, Murphy & Co. contemplate putting in the 6-ton ice plant mentioned last week; also adding a 600-light incandescent dynamo and 80 horse-power boiler and engine to their electric-light plant.

Waynesboro—Electric-light Plant.—The erection of an electric-light plant is talked of.

Whigham—Oil Mill and Fertilizer Factory.—A stock company has been, it is stated, organized by L. B. Wilson and R. H. Connell to erect the cotton-seed oil mill and fertilizer factory lately mentioned.

Woodstock—Mica Mines.—Mr. Sopher, representing a Northern company, has, it is stated, leased mica mines and will develop.

KENTUCKY.

Ashland—Wheel Factory.—J. D. Williams is building an addition to his spoke works mentioned in last issue, with a view to adding the manufacture of carriage wheels.

Ashland—Steel Plant.—John Russell is, it is stated, organizing a company to erect the steel plant previously reported.

Ashland—Ice Factory.—E. C. Means, R. D. Davis and D. R. Leffingwell have incorporated a company to erect an ice factory.

Barboursville—Artesian Well.—The Barboursville Land & Improvement Co. has let contract to Reynolds & Co., of New Albany, Ind., to sink an artesian well.

Covington—Foundry.—J. Klaene, G. Haar, Geo. Ling and others have incorporated the Star Foundry Co. with a capital stock of \$10,000.

Dover—Tobacco Factory.—A \$12,000 stock company is, it is stated, being organized to erect a tobacco factory.

Glasgow—Oil Wells.—James R. Pringle, of Butler, Pa., reported last week, has leased 1,040 acres of oil lands and will sink wells.

Glasgow—Oil Wells.—Longabaugh & Gordon and Murray & Cole will sink oil wells.

Henderson.—J. H. Letcher, T. W. Taylor, J. C. Burbank and others have incorporated the Henderson Salt Wells & Park Co. The capital stock is \$10,000.

Lexington—Electric-light Plant.—The Belt Land Co. is erecting an electric-light plant.

London—Brick yard and Lumber Mill.—The London Manufacturing Co. will establish the planing mill, lath and shingle mill and brick-yard mentioned in last issue.

Louisville—Distillery.—The Crystal Springs Distillery Co. has amended its charter, increasing capital stock to \$150,000.

Louisville—Tannery.—F. A. Thoman, A. Ritter and Daniel Sabel have incorporated the Keystone Tanning Co. to conduct a tannery. The capital stock is \$15,000.

Louisville—Ice Factory.—It is reported that the Louisville butchers have formed a company to erect an ice factory.

Middlesborough—Machine Shop.—Vinson & Graf have, it is stated, erected a machine shop.

Mt. Sterling—Ice Factory.—An ice factory is being erected by James Pickrell.

Mt. Sterling—Electric-light Plant.—Pickrell & Cassidy are erecting an electric-light plant.

Newport—Bridge.—The Central Railway & Bridge Co. has contracted with the King Iron Bridge & Manufacturing Co. to build the bridge across the Ohio river to Cincinnati mentioned in last issue. It is to have a total length of 2,985 feet, main span, cantilever, 530 feet, and four piers in the river.

Owensboro.—A \$100,000 land company has been, it is reported, organized at Deanfield by S. M. Dean, J. W. M. Field, R. M. Conway and others.

Pineville—Coke Ovens.—The Pine Mountain Iron & Coal Co. has let contract to Peter Quadrat and Louis Zaratti for building 100 of its 1,000 coke ovens previously mentioned.

Quincy—Saw Mill.—L. A. Howland, of Quincy, has purchased 1,400 acres of land on Green river near King's Mountain and started a saw mill.

Winchester.—J. E. Garner, E. S. Jonett, Jr., R. N. Struck and others have incorporated the Delta Land Co. with a capital stock of \$24,000.

Winchester—Electric Plant.—The Winchester Street Railway Co. contemplates erecting a plant to operate its road by electricity.

LOUISIANA.

Calcasieu Parish—Timber Land.—Calvin Pardee has purchased 22,500 acres of timber land in Calcasieu, St. Landry, Avoyelles and Winn parishes and 7,500 acres in Marion county, Miss.

Donaldsonville—Sugar Mill.—Leman & Lum have contracted for the erection of a 3-roller sugar mill at their Palo Alto sugar-house.

Monroe—Planing and Shingle Mill.—F. Vollman, lately reported as erecting a dry-kiln, has added a shingle mill and improved his planing mill.

Natchitoches—Brick-yard.—J. H. Cosgrove, C. K. Jones and others are reported as having organized a stock company to start a brick-yard.

Natchitoches—Oil Mill.—The Home Co-operative Cotton-seed Oil Co., lately mentioned, has let contract for machinery for a 20-ton oil mill, and intends adding the ice factory reported last week.*

New Orleans—Furniture Factory.—The New Orleans Coffin & Furniture Manufacturing Co., lately mentioned as to increase capital stock and double its capacity, has amended charter, changing name to New Orleans Furniture Manufacturing Co.

Plaquemine—Ice Factory.—Leon Scharff, C. A. Cropper and C. C. Neubig have organized a company to establish an ice factory.

Ruston—Oil Mill.—The Farmers' Union will, it is reported, erect a \$15,000 cotton-seed oil mill.

Washington—Cotton Factory.—The Courteaubleau River Mills (Limited), mentioned in last issue, was organized by Willis Prescott, Charles Antonio, E. Dubuisson and others to erect a cotton factory. The capital stock is \$75,000.

MARYLAND.

Baltimore—Machine Shops.—It is reported that the Baltimore & Ohio Railroad Co. will erect machine shops upon the site of the old "Russia" roundhouse.

Baltimore Brewery.—The Globe Brewing & Malting Co. has added an ice machine of 72 tons capacity and storage vats of 12 M barrels capacity.

Baltimore—Brick-kilns.—Smith & Schwarz have applied to the city council for permission to erect brick-kilns between Chew and Eager streets, Mine Bank lane and Grove alley.

Baltimore—Machine Shop.—Detrick & Harvey will add a one-story structure, 70x90 feet, to their factory on Preston street, between Greenmount avenue and North street.

Baltimore—Publishing.—The Lloyd Building Map Co. has been incorporated by J. T. Lloyd, G. H. Kinzel, G. L. Rogers and others to publish maps of streets and elevations of buildings. The capital stock is to be \$100,000.

Middletown—Canning Factory.—F. Stultz & Co., of Baltimore, are reported as erecting a cannery factory 24x80 feet to have a capacity of from 7 to 10 tons daily.

Patapsco—Canning Factory.—F. J. Westaway, reported in last issue (under Westminster), is erecting a cannery factory.*

MISSISSIPPI.

Burnsville—Suspender Factory.—F. M. Knowles contemplates starting a suspender factory.

Canton—Collar Factory and Tannery.—Hill & Dinkins will establish the collar factory and tannery lately mentioned.

Canton—Cotton Factory.—The Alliance Manufacturing Co., previously mentioned, will, it is stated, amend its charter to manufacture cotton fabrics.

Jackson—Bridge.—The King Iron Bridge Co., of Cleveland, O., has received contract to build the iron approach to the Pearl river bridge for \$10,000.

Macon—Water Works.—The construction of water works is projected. W. G. Selleck can be addressed.*

Water Valley—Tannery.—The Yalobusha County Alliance will probably erect a tannery.

NORTH CAROLINA.

Asheville—Mining, etc.—The Western North Carolina Corundum Co. has been incorporated with L. E. Rich, D. W. Bissell, J. W. Phinney and others to deal in mineral lands and develop the same. The capital stock is to be \$50,000.

Asheville—Gas Wells.—A company is being organized, it is reported, to sink gas wells.

Cameron—Cotton Factory.—W. Scott and the Muse Bros. are endeavoring to organize a stock company to have capital of \$12,000 to establish a cotton factory.

Durham—Ice Factory.—The company previously reported as probably to be organized to establish an ice factory, has been organized and will begin work, it is reported, at once upon its building. The capital stock is to be \$20,000.

Faith—Furniture Factory.—J. W. Frick is erecting a building in which to manufacture his Piedmont grain cradle, also furniture.

Goldsboro—Shingle Mill.—H. Well & Bros. intend erecting shingle machinery.*

Graham—New Industries.—It is reported that another cotton mill and tobacco works will be established in Graham.

Greensboro—Ice Factory.—The stock company lately mentioned as organized to erect an ice factory has been incorporated as Wharton, Jackson & Co., with R. R. King, president, and J. S. Barnes, secretary.

Harrisburg—Flour Mill.—Jonas Hartsell, of Smith's Ford, is putting up new water wheels at the flour mill of T. F. Pharr, on Rocky river, near Harrisburg.

Hickory—Carriage Factory.—J. F. Stevens has purchased a site and will erect the carriage factory mentioned in last issue.

Hoffman—Saw Mill.—W. M. Jones & Co. will erect the saw mill lately mentioned (under Cary).*

Hot Springs—Mineral, Timber Land, etc.—The Mountain Park Improvement Co. has been incorporated by J. F. Miller, H. W. Foss and John Leary to deal in minerals, mineral and timber lands, etc. The capital stock is to be \$500,000.

Lincolnton—Lime Works.—H. Carpenter, Sons & Co. have purchased the Keener Lime works in Lincoln county.

Lincolnton—Cotton Factory.—The Elm Grove Cotton Factory has been incorporated by A. Costner, J. M. Clark, Caleb Mota and others to operate the Elm Grove Cotton Factory, previously mentioned. The capital stock will be \$50,000.

Louisburg—Canning Factory.—A canning factory will, it is stated, be erected.

Manchester—Cotton Mill.—F. A. Thornton and J. F. Clark, mentioned in last issue as purchasing the cotton mill of the Manchester Mill Co., have added fifty looms with other machinery to increase its capacity.

Mourne—Barytes Mine.—A company represented by C. E. Smith, of Franklin, will probably develop the barytes mine of W. W. Walkup.

Mooresville—Tobacco Factories.—It is reported that three tobacco factories will be established.

Morganton—Canning Factory.—George Phifer, of Morganton, will establish, it is reported, a canning factory in Morganton.

Morganton—Laundry.—A steam laundry is reported as to be established.

Morganton—Granite Quarry.—J. H. Pearson has opened a granite quarry.

Murphy—Tannery.—W. P. Johnson, of Battle Creek, Mich., and T. M. Brady, of Cleveland, O., have been prospecting with a view to locating a tannery in Murphy.

Reidsville—Water Works.—The town has decided by popular vote to establish the water works lately mentioned. The mayor can give information.

Reidsville—Ice Factory.—D. Barnes contemplates starting an ice factory.*

Reidsville—Cotton Mill.—The Reidsville Cotton Mills Co., lately mentioned as to enlarge its mill, will build an addition of 50 feet and put a water tank in the tower.

Rockingham—Chewing-gum Factory.—The Rockingham Drug Co. will start the chewing-gum factory mentioned in last issue.*

Rocky Mount—Cotton Mill.—The Rocky Mount Mills, mentioned in last issue, will put 5,000 additional spindles and other machinery in its No. 2 cotton mill.

Southern Pines—Saw Mill.—The Tarbell Lumber Co., mentioned in last issue as organized, has one saw mill in operation and will start another next month.

Southport—Docks.—The Cape Fear Coal & Contracting Co., reported in last issue, is preparing to construct docks.

Vance—Flour Mill.—Turner Bros. & Co. expect to build the flour mill mentioned in last issue. The mill will have a daily capacity of 40 barrels and is to be operated by water-power.*

Washington—Rice Mill.—J. E. Lordley has the contract for erecting an addition, 60x90 feet, to the rice mill.

Washington—Cotton Factory.—Banyham & Bragard have, it is reported, purchased buildings and will put in a \$100,000 cotton factory.

Washington—Saw Mill.—William Walling & Son have purchased machinery for rebuilding their saw mill, reported in last issue as burned.

Washington—The Marlborough Town & Lumber Co. has been incorporated with F. H. Alford, of Boston, Mass., president; G. M. Buttrick, of Everett, Mass., vice-president; E. W. Lyon, of Raleigh, treasurer; H. W. Shepard, secretary. The capital stock will be \$500,000.

Waynesville—Insulator Factory.—A locust insulator factory will be started. Taylor Hyatt can give particulars.

Waynesville—Furniture Factory.—A water-power has been purchased and inducements are being offered to secure the erection of a furniture factory. J. R. Justice can give particulars.

Weaverville—Woolen Mill.—George and Samuel Roberson have, it is stated, purchased the Coleman's woolen mills and are improving same.

Winston—Bag Factory.—Negotiations are pending between a Northern tobacco-bag manufacturer and local parties looking to the removal of such a plant to Winston.

Winston—Brick-yard.—W. T. Carter and B. J. Sheppard will manufacture brick. The capital stock is \$10,000.

Winston—Box Factory.—The Common Sense Tobacco Box Co. has been organized to manufacture an improved box for plug tobacco. It will commence the erection of a factory about May 1.

Winston—Land.—T. L. Vaughn, W. A. Blair and others, of Winston, with New York city parties, are reported as organizing a stock company to option and improve 700 city lots held by E. L. Hawks for \$140,000. The capital stock will be \$300,000.

Winston—Wagon Works.—George E. Nissen & Co. will erect, it is stated, an addition to their wagon works at Waughton to increase capacity.

SOUTH CAROLINA.

Aiken—Water Works, etc.—The officers of the Aiken Water & Light Co., recently reported as organized, are S. J. Entriken, president; Henry Hahn, vice-president; James Powell, treasurer; T. Gaston, secretary.

Anderson—Oil Mill.—A stock company represented by F. E. Watkins contemplates erecting a 10-ton cotton-seed oil mill.*

Barnwell—Oil and Fertilizer Factory.—The Barnwell Oil & Fertilizer Co., previously reported as incorporated to build a cotton-seed oil mill and fertilizer factory, has let contract for machinery for the same to the Van Winkle Gin & Machinery Co., of Atlanta, Ga., at \$16,000.

Beaufort—Phosphate Works.—The Sea Island Chemical Co. will increase the capacity of its phosphate works by erecting three drying sheds.

Camden—Oil Mill.—The Farmers' Alliance contemplates the erection of a cotton-seed oil mill.

Camden—Electric-light Plant.—Efforts are being made by W. E. Glenn to organize a stock company to erect an electric-light plant.

Camden—Canning Factory.—It is reported that a canning factory will be established at Westville.

Cantey—Canning Factory.—A canning factory will be established, it is reported, at Cantey Hill.

Chappells—Bridge.—The county commissioners of Edgefield and Newberry counties contemplate constructing a bridge over the Saluda river at Chappells.

Charleston—Telephone Exchange.—The Southern Bell Telephone & Telegraph Co. is putting the 800-wire switchboard, reported last week, in its exchange to replace a 500-wire board.

Charleston—Phosphate Works.—The Imperial Fertilizer Co. has been incorporated by Andrew Simonds, A. M. Rhett, H. S. Holmes and others to erect and operate phosphate works to have a capacity of 30 M tons. G. W. McIver will be manager. The capital stock is \$150,000.

Charleston—Land, Lumber, etc.—The Taylor Land & Lumber Co. has been organized with L. J. Walker, president; A. W. Taylor, superintendent, and R. H. Cuttino, secretary, to deal in land, lumber, manufacture timber, etc. The capital stock is \$75,000.

Charleston—Phosphate Works.—The Atlantic Phosphate Co. will double the capacity of its works, it is reported.

Charleston—Phosphate Works.—The Wando Phosphate Co., lately mentioned as contemplating increasing its capital stock, has increased the same from \$100,000 to \$200,000.

Charleston—Lumber Mill.—The Anderson Lumber Co. has been incorporated by Andrew Simonds, R. M. Anderson and Edward Anderson to deal in and manufacture lumber. The capital stock will be \$25,000.

Charleston—Car Works.—J. H. Devereux is organizing a stock company to complete his car works as soon as the branch of the South Carolina Railroad (office, Charleston) is finished to the Ashley river. The capital stock is to be \$50,000.

Chester—Cotton Mill.—The Chester Manufacturing Co. has increased its capital stock from \$100,000 to \$250,000.

Cottageville—Bridge.—The contract for building the bridge across the Edisto river, at Sullivan's Ferry, has been let to Ackerman & Perry.

Crawfordsville—Cotton Factory.—Harris & Dillard, previously reported as to erect a new building for their cotton factory, have commenced building a brick and stone structure 53x233 feet.

Easley—Oil Mill, etc.—The Easley Oil Mill Co. has been incorporated by D. P. Bradley, B. F. Smith, J. E. Robinson and others to erect and operate the cotton-seed oil mill previously mentioned. The capital stock will be \$15,000.

Greenville—Land.—G. W. Sirrine, H. C. Markley, S. G. Mayfield and others have incorporated the Paris Mountain Summer Home Land Co. to deal in real estate near Paris Mountain. The capital stock is \$2,000.

MANUFACTURERS' RECORD.

Laurens County—Water-power.—A company of Laurens and Greenville capitalists have purchased, it is reported, Ware's shonls, on Saluda river, and are preparing plans for the development of the same.

Pickens C. H.—Bridge.—The commissioners of Pickens and Oconee counties will let contract on May 8th for building a bridge over the Keowee river.

Rock Hill—Electric-light Plant.—The Rock Hill Electric Light Co. is the name of the company recently reported as organizing to erect an electric light plant, and has been incorporated by W. B. Wilson, Jr., David Hutchinson, R. T. Fewell and others with a capital stock of \$10,000.

St. George—Canning Factory, etc.—The St. George's Canning & Manufacturing Co., mentioned in last issue as organized, has been chartered. It will erect a canning factory and probably machinery for manufacturing cans, tinware, buckets, tubs and bricks.*

Sumter—Ice Factory.—Efforts are being made to secure the erection of a 10-ton ice factory.

White Oak—Canning Factory.—A stock company has been organized with J. M. Galloway, president, and S. R. Johnson, vice-president, to operate the canning factory recently reported as to be established by the White Oak Farmers' Prize Club.

TENNESSEE.

Auburn—Flour Mill.—B. A. High contemplates increasing the capacity of his flour mill.

Benton—Cotton Gin.—J. F. Clemmer and John Smith have purchased the cotton gin of W. M. Clemmer, and will, it is stated, enlarge the building and put in new machinery.

Bristol—Paving.—An election will be held on May 6th to decide upon the issuance of \$25,000 of bonds for street improvements.

Bristol—Foundry and Machine Shops.—R. W. Barrett has purchased the plant of the Bristol Foundry & Machine Co., as stated in last issue, and will put in new machinery. He desires a machinist to take charge of machine shop.*

Bristol—Publishing.—John and Charles Slack, S. L. King and others have organized a \$20,000 stock company to publish the Daily Courier; new machinery will be put in and facilities increased.

Bristol—Steel Plant.—A company of Philadelphia (Pa.) and Pittsburgh (Pa.) capitalists, with a capital of \$300,000, will, it is stated, erect a steel plant.

Chattanooga—The Chattanooga Door & Sash Co. mentioned in last issue, is only building a warehouse.

Chattanooga—Insulator Factory.—The D. M. Stewart Manufacturing Co., reported in last issue as to increase capacity of its insulator factory, has ordered additional machinery.

Chattanooga—Foundry.—The Ross-Meehan Brake Shoe Foundry Co., reported in last issue, is erecting an addition, 50x114 feet, to its foundry.

Chattanooga—Sewerage System.—The Board of Public Works will readvertise for bids for the construction of the Washington-street sewer.

Chattanooga—Land.—Charles L. Foster, of Boston, Mass., has, it is stated, purchased the Watkins addition of 40 acres of land from the Southern Land & Loan Co. for \$24,000 and will improve.

Chattanooga—The Hiawassee Land Co. has been chartered.

Chattanooga—Land.—The Glenwood Land Co., reported in last issue as chartered, purchased the Maguire property and is improving same.

Clarksville—Sewerage System.—H. E. Beach will receive proposals until 19th of May for the construction of 4,000 feet of brick sewer and for 2,500 feet of sewer pipe.

Cleveland—Cotton Factory.—A cotton factory is projected.

Clinton—New Town, etc.—Rush Strong, R. S. Payne, Henry Clear, of Knoxville, and others are reported as purchasing 1,000 acres of land in and around Clinton, including iron and stone property, and will, it is said, build a new town, erect electric-light plant and develop quarries.

Dayton—Land.—It is reported that an Eastern syndicate has purchased through R. N. Gillespie the McDonald farm, 312 acres, near Dayton, and will at once lay it off into town lots.

Ducktown—New Town.—Judge J. M. Meek, of Knoxville, and G. R. Eager, of Boston, Mass., are interested in the project, lately mentioned, to build the new town of Meeksborough, near Ducktown.

Dyersburg—Hoop Factory.—J. L. Daniel will establish a coiled hoop factory as soon as he secures a partner who is well posted in that business.

Graysville—Canning Factory.—A canning factory is contemplated.

Greenville—Iron Furnace, &c.—Kansas City (Mo.) parties have, it is stated, purchased 50,000 acres of mineral land near Greenville, and will develop; also build an iron furnace.

Harriman—Ice Factory.—An ice factory is being erected. The East Tennessee Land Co. can give particulars.

Iron City—Furniture Factory.—A furniture factory will probably be established. The Iron City Co. can give information.

Iron City—Stone Quarries.—F. M. Dobson & Co. have, it is stated, leased the Iron City quarries and will develop.

Iron City—Saw and Planing Mill.—The R. F. Porch Manufacturing Co. is erecting a building 30x80 feet with an L 40x60 and boiler-room 20x60 feet for its saw and planing mill lately mentioned as burned.

Knoxville—The Broad Street Land Co. has been incorporated.

Knoxville—Blacksmith Shop.—Mr. Crittenden will, it is reported, add a blacksmith shop to his planing mill in North Knoxville.

Knoxville—Publishing.—L. C. Blankinship and others have organized the "Sun Publishing Co." to publish the Sun.

Knoxville—Machine Shops.—The buidings to be erected for the East Tennessee, Virginia & Georgia Railway Co.'s shops, mentioned in last issue, by J. A. Galyon & Son, contractors, will include machine shop 34x100 feet, woodworking, paint and blacksmith shops each 31x90 feet.

Lenoirs—C. M. McClung, E. J. Sanford, E. T. Sanford and others have incorporated the Lenoir City Co.

Lenoirs—Flour Mill.—The Lenoir Land Co. mentioned last week as having purchased flour mill, &c., will, it is stated, increase the capacity of same and put in new machinery.

Loudon—Saw Mill.—W. B. Samuel & Son, of Knoxville, will put a double surferc flooring machine, 10-inch moulder, lathe, shaper, band and resaws in their saw mill.

Louisville—Marble Quarries.—The Bond Marble Co., W. O. Brown and W. H. Evans & Son are developing the marble quarries lately mentioned.

Maryville—Hub and Spoke Factory.—A stock company will probably be organized to erect the hub and spoke factory mentioned in last issue. I. M. Greer, of Knoxville, will probably be interested.*

Milan—Machine Shops.—The Louisville & Nashville Railroad Co. (office, Louisville) will, it is reported, move its Memphis machine shops to Milan.

Morristown—Marble Quarries.—Henry Shields reported as to develop marble quarries

Morristown—Axe Factory.—An axe factory will, it is reported, be started. The Montvue Land Co. can give information if correct.

Morristown—Woodworking Factory, etc.—The Land, Timber, Iron & Marble Improvement Co. has been chartered by the Dayton (Ohio) parties reported in last issue as to erect a woodworking factory and marble works. Messrs. Blaine and Belton are the representatives of the company. The capital stock is \$250,000.

Nashville—Cracker Factory.—The Grubbs Cracker & Candy Co. will rebuild its cracker factory, reported in this issue as burned.

Nashville—W. F. McCully, H. C. Smith, J. H. Anderson and others have incorporated the Union Automatic Gas Co. The capital stock authorized is \$200,000.

Nashville—Land.—J. C. Bradford is president; A. H. Robinson, vice-president, and L. T. Baxter, secretary, of the Belmont Land Co., previously reported as chartered. It has purchased 270 acres of land adjoining Nashville, and will make extensive improvements. The capital stock is \$200,000.

Newmarket—Canning Factory.—The Newmarket Canning & Packing Co. is the name of the stock company mentioned in last issue as to establish a canning factory.*

Rockwood—Planing Mill and Sash, Door and Blind Factory.—Mr. Woodworth has, it is stated, organized a company to erect the planing mill lately mentioned; also a sash, door and blind factory.

Rockwood—Electric-light Plant.—It is stated that a company has been organized to erect the electric-light plant lately mentioned and commenced work on same.

South Pittsburg—Water Works.—A stock company has, it is stated, been organized, purchased the city water works, and will build two 1,000,000-gallon reservoirs. The South Pittsburg City Co. can give information.

Sparta—Stove Foundry.—The Gibson-Love Manufacturing Co. has, it is stated, enlarged its stove foundry.

Trenton—The Gibson County Rolling Mill Co. has been incorporated.

Tullahoma—New Town, &c.—A Chattanooga syndicate represented by P. S. Griffith has, it is reported, purchased 1,000 acres of land near Tullahoma, and will lay off a new town to be called "Arcton."

TEXAS.

Abilene—Electric-light Plant.—Application has been made for a franchise to erect an electric-light plant. The mayor can give information.

Abilene—Flour Mill.—J. G. Currie is president; J. A. Pratt, vice-president, and J. Stephenson,

secretary of the Pioneer Mills & Manufacturing Co., mentioned in last issue as chartered. It purchased the Pioneer flour mill, as stated, and will improve.

Belcherville—Flour Mill.—A 100-barrel flour mill is reported as to be erected.

Belton—Oil Mill.—B. A. Ludlow, A. F. Hoyle and others organized the \$65,000 stock company mentioned in last issue as to erect a cotton-oil mill.

Brackettville—Gas Wells.—A company will probably be organized to sink gas wells. Miles Ott can give information.

Childress—Water Works.—A company will probably be organized to construct water works.

Cisco—Water Works.—W. G. Veal, representing a Fort Worth company, has made a proposition to construct water works.

Columbus—The Columbus Improvement & Loan Association. has been incorporated by E. J. Sandmeyer, J. L. Townsend, W. H. Bodeker and others with a capital stock of \$30,000.

Corsicana—Compress.—The Corsicana Compress will be enlarged and improved.

Dallas—Artesian Well.—A. R. Smith, of Colorado City, has received contract to sink the artesian well lately mentioned.

Dallas—Shoe Factory.—Eastern capitalists will, it is reported, start a shoe factory. The Manufacturers' Aid & Improvement Association can give information.

Dallas—Oil Mill and Decorticator.—A New Orleans (La.) company, represented by W. H. Groenhalgh, contemplated erecting the oil mill reported lately, and will also, it is stated, erect a decorticator.

Dallas—Knitting Mill.—E. A. Ferrin, 727 N. Harwood street, contemplates erecting a 25 or 30-machine knitting mill.*

Denison—Cotton Mill.—The contract awarded to the W. C. Green Brick Co., of Chicago, lately mentioned, for the erection of the cotton mill of the Denison Manufacturing Co., has been annulled.

Denison—Cotton Gin and Grist Mill.—J. S. Kaw & Son have, it is reported, contracted for the erection of a cotton gin and grist mill.

Denison—Water Works.—The Denison City Water Co. is enlarging and improving its pumping station.

Dublin—Canning Factory.—A stock company will probably be organized to erect a canning factory.

Dublin—Flour Mill.—J. C. Loughry, of Sipe Springs, has organized a stock company to build a 50-barrel flour mill and 25-barrel corn mill.*

Edna—Bridge.—The Pittsburgh Iron Bridge Co., of Pittsburgh, Pa., has received contract to construct the iron bridge over the Navidad river, lately mentioned, at \$7,700.

Fort Worth—Beef Refrigerators.—Charles Goodnight is president; J. S. Alexander, vice-president, and E. J. Sandmeyer, secretary, of the Texas Dressed Beef & Packing Co., lately reported as formed to operate the Columbus and Victoria beef refrigerators; capital stock is to be \$1,000,000. The company has a contract to furnish 2,000 tons of dressed beef fortnightly to an English syndicate, and has, it is stated, arranged with the I. Dahlman Refrigerating Co., of Fort Worth, to fill one-third of the order, which will require the erection of a new refrigerator by that company.

Fort Worth—Brewery.—A proposition from a brewing company to erect a \$150,000 brewery has, it is stated, been accepted. The secretary of the Board of Trade can give information.

Galveston—Water Works.—The city is considering means of improving the water supply. The mayor can give information when anything is decided upon.

Georgetown—Electric-light Plant.—The erection of an electric-light plant is probable.

Georgetown—Woolen Mill.—A woolen mill is projected.

Georgetown—Knitting Mill.—G. P. Purl, Messrs. Love, Robinson and others have incorporated the Georgetown Knitting Mills Co. to operate the Purl knitting mill, previously mentioned. It will enlarge same, erecting a new building.*

Henrietta—Ice Factory.—A company is reported as organized to erect an ice factory.

Henrietta—Wind-mill Factory.—Hazleton & Brö, of Hillsdale, Mich., will, it is stated, investigate with a view to locating a wind-mill factory.

Houston—Machine Works.—The J. A. Cushman Manufacturing Co. will, it is reported, erect four additional buildings, to cost \$20,000, at its machine works.

Houston—Cotton Mill.—Eastern capitalists have offered, through Garsia & Harrison, to furnish \$150,000 to build a \$300,000 cotton mill provided the remainder is subscribed in Houston.

Jefferson—Coke Ovens.—The Lone Star Iron Works has, it is stated, let contract for the construction of 22 coke ovens.

Laredo—Pottery.—It is reported that the Laredo Coal Co. will establish works for the manufacture of vitrified pipe.

Laredo—Furniture Factory.—The Ward Manufacturing Co. has contracted for building the furniture factory previously mentioned.

Laredo—Shoe Factory and Tannery.—The Laredo Tannery & Leather Goods Co. has let contract for the erection of its shoe factory and tannery, lately mentioned, to the Ward Manufacturing Co.

Luling—Water Works.—Thomas & Gorman, of Houston, have, it is stated, secured contract for the construction of the water works lately mentioned.

Marble Falls—Water-power.—Joseph B. Frizzelle, C. E., of Boston, Mass., lately mentioned as surveying water-power for the Texas Mining & Improvement Co., reports that the natural fall of the river gives 7,800 horse-power, and, with a six foot dam, over 11,000 horse-power can be secured. The company will probably build the dam.

McKinney—Planing Mill, &c.—A planing mill and sash, door and blind factory will probably be erected.

Montague County—Coal Mines.—It is reported that coal mines will be opened near the Fort Worth & Denver Railroad in Montague county.

Mt. Pleasant—C. C. Carr, of Titus, and J. H. Brown, of Tyler, have incorporated the Mt. Pleasant Cotton Compress & Manufacturing Co. to operate the cotton compress mentioned in last issue as in course of erection.

New Birmingham—Chair Factory.—J. A. Nicholas & Sons will start the chair factory previously mentioned.*

Paint Rock—Irrigating Canal.—Ostrander & Loomis are having surveys made for the construction of an irrigating canal.

Plano—Grain Elevator.—A Dallas party is reported as to build a grain elevator.

Rhome—Flour Mill.—The Rhome Roller Mill Co. is erecting the flour mill lately mentioned.

Rockdale—Water Works.—J. S. Perry, C. H. Coffield, J. L. Lockett and others have incorporated the Rockdale Water Works Co. with a capital stock of \$50,000.

San Antonio—Shirt Factory.—E. C. Ward, W. T. Cumming, L. B. Segwick and others have incorporated the Alamo Star Shirt Factory with a capital stock of \$10,000.

San Diego—Grist Mill and Gin.—The Gueyden Parkman Milling & Ginning Co. has been chartered with a capital stock of \$20,000.

Staple's Store—Water-power.—The Staple's Store Water Power Co. has been incorporated with a capital stock of \$10,000.

Taylor—Electric-light Plant.—J. P. Sturgis, J. E. Tucker, C. H. Welch and others have incorporated the Taylor Electric Light, Ice & Power Co. with a capital stock of \$40,000.

Taylor—Gin and Oil Mill.—J. E. Tucker, J. W. Momack, D. R. Woodward and others have incorporated the Taylor Cotton-seed Oil & Gin Co. with a capital stock of \$16,000.

Timpson—Saw Mill.—Texarkana parties have purchased site and will, it is reported, erect a saw mill.

Vernon—Corn and Flour Mill.—The Vernon Mill & Elevator Co., mentioned in last issue as having plans prepared for its grain elevator, will erect a mill with daily capacity for 50 bushels of corn and 200 barrels of flour.*

Waco—Artesian Wells.—The Mount Linn Town Co. has been organized with a capital stock of \$100,000, and has, it is reported, purchased 100 acres of land and will sink artesian wells and make other improvements.

Waxahachie—Cotton Gin.—McClelland & Rosser are reported as erecting a cotton gin.

Will's Point—Canning Factory, &c.—The Will's Point Canning Factory will put in a new boiler and intends adding machinery, as previously stated, for the manufacture of sugar. N. A. Matthews can give particulars.*

Yoakum—Electric-light Plant and Water Works.—A San Antonio company has petitioned for a franchise to erect an electric-light plant and construct water works.

VIRGINIA.

Abingdon—Pantaloan Factory.—E. M. Worden & Co. operate the pantaloan factory mentioned in last issue. They have a factory with 75 machines.

Alexandria—The International Safety Explosives Co. has been organized with A. A. Thomas, president; W. B. Curley, vice-president; T. C. Stevens, secretary and treasurer, all of Washington, D. C., to manufacture high explosives. The capital stock is \$500,000.

Alexandria—Shoe Factory.—The Potomac Shoe Manufacturing Co., previously reported, has purchased Green's furniture factory and will fit up the same as a shoe factory.

Allisonia—Iron Mines.—D. S. Forney is the purchaser of the H. F. Clark iron property lately mentioned, and is negotiating the sale of a one-third interest in that and five other mining properties to J. A. Walker, also to R. M. Lawson. It is intended on the completion of the transfer to organize a company to develop.

Amherst C. H.—Brick-yard.—Mr. Dearborn

will probably establish a brick-yard upon the property of Isaac Tinsley & Son at the depot.

Basic City—Electric-light Plant.—An electric-light plant will be established, it is reported, to light the city.

Basic City—New Industries.—It is reported that cigar, churn and chair factories, also rolling and shafting mills, drug and chemical works, are to be established. If true the Basic City Mining, Manufacturing & Land Co. can give particulars.

Basic City—Pulp Mill, etc.—It is reported that a wood pulp mill will be established, also two sash, door and blind factories.

Bedford City—Flour Mill.—Falconer & Bargamin have let contract for remodeling their flour mill mentioned in last issue.

Berkley—Shoe Factory.—It is reported that a stock company of Norfolk and Baltimore capitalists will erect a shoe factory to have a capital of \$30,000.

Big Spring Depot—Machine Shops and Novelty Works.—Machine shops and novelty works are reported as to be erected.

Big Stone Gap.—The East Big Stone Gap Land & Improvement Co., previously reported as incorporated, has Hon. J. B. F. Mills, president, and W. T. Miller, of Wise county, secretary. It will lay off and improve its property and probably erect an iron furnace. The capital stock is \$500,000.

Brentsville—Quarry.—J. L. Sprogle, of Philadelphia, Pa., is developing a stone quarry near Brentsville.

Buena Vista—Fire-brick Works.—The Buena Vista Fire Clay Co. has commenced the erection of its fire-brick works lately mentioned.

Cedar Bluff—Brick Works.—The Clinch Valley Coal & Iron Co. has, it is stated, signed a contract with the Philadelphia (Pa.) parties for the 35,000 brick works mentioned in last issue.

Cedar Bluff—Coal Mines.—The Indian Creek Coal Co. has been organized with R. R. Henry, president, to purchase and develop 10,000 acres of coal land in Tazewell county.

Charlottesville—Iron Mines, Land, etc.—The Monticello Iron & Improvement Co. has been incorporated with David Harmon, Jr., president; W. O. Watson, vice-president; W. J. Keller, secretary and treasurer.

Christianburg—Glass Works.—Hon. J. H. Tyler is negotiating, it is stated, with capitalists relative to the location of glass factory in Christiansburg.

Covington—Iron Mines.—Howard & Sears, contractors for the Craig Mineral Railroad, have purchased iron ore land in the valley of Potts creek and will develop same on completion of the road.

Covington—Iron Furnace and Rolling Mill.—The Covington Improvement Co., lately mentioned, has purchased 1,000 acres of land and increased its capital stock to \$300,000. It has also authorized its manager, W. G. Sears, to have plans prepared and submitted for a 75-ton iron furnace and a muck bar mill.

Danville—Sewerage System.—The city council has decided to appropriate \$15,000 to complete the sewerage system. The mayor can give information.

Danville—Canning Factory.—The stock company previously reported as organizing to erect and operate a canning factory has elected H. A. Wiseman, president; J. L. Waring, secretary and treasurer. It has optioned a tract of land as a site for its building.

Danville—Land.—The Riverview Land Co. has been incorporated with H. W. Cole, president, and has purchased land in Danville and will place the same on the market.

Elkton—Land.—S. P. H. Miller, D. W. Flickwir, of Roanoke; D. F. Kagey and others will organize a stock company, it is stated, to improve land on which they hold options.

Ferrol—Mining.—The Augusta Mining & Investment Co. has been incorporated with C. A. Avery, of New York city, president; John Paulson, of Minneapolis, vice-president; N. D. Moore, secretary; A. S. Upson, Cleveland, O., treasurer, to do a general mining and manufacturing business, the capital stock to be not less than \$50,000 nor more than \$500,000.

Franklin—Land.—The Franklin Land & Improvement Co. has been incorporated with A. M. Brownley, president, to purchase of Messrs. Pretlow about 100 acres of land and improve same.

Gate City (P. O. Estillville)—Land, etc.—The Gate City Land Co. has been organized with J. M. Barker, president; I. P. Kane, treasurer; J. L. Kelley, secretary. Surveys are now being made looking to the improvement of its property and the probable location of a 150 ton iron furnace.

Glasgow—Iron Mines.—The lease of the Virginia Iron & Nail Works Co., of Lynchburg, on the iron mines opposite Glasgow, having expired, the Rockbridge Co., the owners of the property, will operate same.

Glasgow—Shoe Factory.—Joseph Davis, of Boston, Mass., will erect, it is reported, a shoe factory in Glasgow.

Grove Hill—Flour Mill.—W. A. Rondabush has

purchased additional machinery for his flour mill lately mentioned.

Harrisonburg—Overall Factory.—B. Ney will establish the overall factory mentioned in last issue.

Lynchburg—Foundry and Machine Shop.—James Cleland & Sons are erecting a four-story addition to their foundry and machine shop.

Lynchburg—Land.—The South Lynchburg Land Co. has been incorporated with P. J. Otey, president; Clinton De Witt, vice-president, to deal in real estate, secure industries, etc. The capital stock is to be not less than \$25,000 nor more than \$300,000.

Lynchburg—Land, etc.—The Rivermont Co. has been incorporated with G. B. McLane, president; P. J. Otey, vice-president; J. W. Ivey, treasurer, and has optioned 4,800 acres of land. It will, it is reported, build an iron bridge connecting Main street with Daniel's Hill, and is negotiating with Chicago (Ill.) parties for the removal of a car plant to Lynchburg which will employ 2,500 hands. This company will, with others, it is said, organize a company to establish a furnace, rolling mill and foundry to make car-wheels. Minimum capital stock \$90,000; maximum \$5,000,000.

Manchester—Gas Works.—A company will establish gas works, it is reported, as soon as certain privileges are granted. The mayor can give information.

Marshall—Land.—A land improvement company has been organized, it is reported, with Colonel Ross, president.

Monterey—Coal Mines.—W. A. Beverage is developing his coal mine near Monterey.

Mount Athos—Crushing Plant.—Lerner, Troeger & Co., lately mentioned as developing a manganese mine, will erect a crushing plant.

New Castle—Water Works and Electric-light Plant.—The New Castle Land & Improvement Co., recently mentioned as purchasing between 50 and 600 acres of land in and near New Castle, and to develop, contemplates establishing water works and an electric-light plant.

New Castle—Publishing.—The New Castle Record Printing & Publishing Co. has been organized with a capital stock of \$10,000 to publish the Record.

Norfolk—Iron Furnace.—It is rumored that the Norfolk & Western Railroad Co. (office, Roanoke) contemplates building an iron furnace to manufacture Bessemer pig from Cuban and Southwest Virginia ores.

Petersburg—Artesian Well.—J. B. Worth & Co., recently reported as to erect the People's Ice Works, are sinking an artesian well.

Pulaski City—Car Works.—The F. H. Foster Manufacturing Co. will, it is stated, erect a factory for the manufacture of steel passenger coaches.

Pulaski City—Saw Mills.—W. R. Jordan & Co. operate the two saw mills on the Bohannon property mentioned in last issue.

Pulaski City.—The capital stock of the Monticello Land Co., reported in last issue as organized, is \$100,000.

Radford—Iron Furnaces and Rolling Mill.—The Radford Land & Improvement Co. has, it is stated, closed negotiations with the Virginia Steel & Iron Co. for the building of the two iron furnaces and rolling mill previously mentioned.

Radford—Water Works.—B. C. Washington and associates, of Charleston, W. Va., have received contract to construct the water works lately mentioned, and will commence work within 90 days. A private company will be organized to operate the works.

Roanoke—Real Estate.—The King Investment Co. has been incorporated with A. E. King, president and treasurer; T. W. Spindle, secretary; J. B. Levy, general manager, to deal in real estate. The capital stock is to be not less than \$15,000 nor more than \$25,000.

Roanoke—Chemical Works.—Dr. L. G. Pedigo is endeavoring to organize a stock company to establish chemical works. \$35,000 of the required \$60,000 have been subscribed by Northern capitalists.

Roanoke—Land.—A stock company has been organized with B. B. Mumford, of Richmond, president, to deal in real estate. The capital stock is \$15,000.

Roanoke—Water Power.—The Roanoke Water Power & Land Co. has been incorporated with R. B. Moorman, president, to acquire land and water rights and develop same. The capital stock is to be \$35,000.

Salem—Wagon Factory.—A \$50,000 stock company has been organized to purchase the plant of the Flynn Wagon Manufacturing Co., of North Danville, and move same to Salem.

Salem—Land.—The officers of the Salem B. & O. Land Co., reported in last issue as probably to be organized, are H. G. Brown, president; Hon. J. R. Johnson, of Christiansburg, vice-president; W. E. Brown, secretary and treasurer.

Salem—Tannery.—Leas & McVitty, of Philadelphia, Pa., will establish the tannery mentioned in last issue.

Salem—Brick-yard.—S. M. Shindel, mentioned in this issue as to erect a silk factory, has purchased the brick-yard of George Noyes, on Water street, and will operate same.

Salem—Silk Factory.—S. M. Shindel, president of the United States Silk Works at Hagerstown, will erect a brick building 300x100 feet to cost, including machinery, \$90,000 for the silk factory mentioned in last issue as to be erected.

South Boston—Land.—The officers of the South Boston Improvement Co., previously reported as organized, are H. A. Edmundson, president; Alexander Bruce, vice-president; H. J. Watkins, of Charlotte county, secretary and treasurer. The maximum capital stock is \$25,000.

Staunton—Road.—The United States Government will appropriate \$11,000 to build a public road from Staunton to the Federal cemetery.

Tazewell C. H.—Brick-yard and Broom Factory.—The Tazewell Land Improvement Co., lately mentioned (under Cedar Bluff) as organized, owns 450 acres of land in the Richlands, will lay out a new town and erect brick plant and a broom factory.

Wytheville—Sash, Door and Blind Factory.—The Wytheville Canning & Manufacturing Co. contemplates enlarging its canning factory and planing mill in the near future so as to manufacture sash, doors, blinds, etc.*

Wytheville—The Case Lithia Springs Co. is to be organized with a capital stock of \$50,000.

Wytheville—Land.—A stock company has been organized to purchase 700 acres of land from Captain Newberry at Kent's Mill near Wytheville for \$70,000.

Wytheville—Shoe Factory.—A shoe factory will probably be removed from New England to Wytheville. The Boyd Land & Improvement Co. can give information.

WEST VIRGINIA.

Amma—Flour and Saw Mill.—The Big Sandy & Noel Lumber Co. will, it is reported, erect a flour and saw mill.

Charleston—Electric-light Plant.—The Charleston Gas Light Co. will, it is stated, erect an electric-light plant.

Charlestown—Ice Factory.—G. E. Brown contemplates erecting an ice factory.

Ellensboro—Oil Well.—McCrumb & Ewing, of Pittsburgh, Pa., contracted to sink an oil well on H. S. Wilson & Sons' land.

Eureka—Oil Wells.—The Bellevue Oil Co., of Washington, Pa., will sink the oil wells on the land of Aaron Ruckman, previously mentioned.

Fairmont—Electric-light Plant.—A company has, it is reported, been organized to erect an electric-light plant.

Lincoln County—The Guyandotte Coal Land Association.—The Guyandotte Coal Land Association, of Guyandotte, is the purchaser of the Law & Aspinwall lands mentioned in last issue.

Martinsburg—Hosiery Mill.—The Martinsburg Improvement Co. has, it is stated, closed contract with B. J. Hickman, of Philadelphia, Pa., to erect a hosiery mill. A two-story building, 50x150 feet, is to be erected.

Morgantown—Tannic Acid Factory.—The Tannic Acid Co., of Huntington, Pa., is reported as to establish the tannic acid factory, lately mentioned.

Moundsville—Macadamizing.—Marshall county will vote on a proposition to issue \$500,000 of bonds to macadamize its public roads.

New Cumberland—Fire-brick Works.—The organization of another company to establish fire brick works is probable. James M. Porter can give information.

Parkersburg—Philadelphia (Pa.) and Baltimore (Md.)—Capitalists have chartered the Southern Oil Co. with a capital stock of \$5,000.

Wheeling—Bridges, &c.—Paige, Carey & Co. have received contract at \$8,000 to straighten and bridge Caldwell's run.

BURNED.

Beaver Creek, N. C.—Z. B. Newton's saw and planing mill.—loss \$1,000.

Bowling Green, Ky.—The saw mill and grain elevator of Evans Bros.

Cherry Valley, Ark.—The mill of the Cherry Valley Stave Co. damaged by a boiler explosion.

Columbia, S. C.—The lumber mill of E. Hilton, at Hilton, Ga., opposite Columbia.

Columbia, Tenn.—The planing mill and furniture factory of Lamb & Boyd.

Fordsville, Ky.—The handle factory of the Turner, Day & Woolworth Manufacturing Co. reported loss, \$10,000.

Glen St. Mary, Fla.—The saw and grist mills and two cotton gins of the Horn Bros.

Godwinville, Ga.—The saw mill of Litch & Stubbs.

Irwin, Ga.—The saw mill of D. M. Eady.

Lampaans, Texas.—The saddlery factory of J. M. Coleman & Co.—loss about \$7,000.

Lumberton, N. C.—The steam saw mill of W. K. Culbreth at Pine Log.—loss \$800.

Macon—The O'Brien Wagon Works;—loss reported as \$80,000.

Madison, Fla.—The warehouse of the Florida Manufacturing Co.

Metcalfe, Ga.—The saw mill of Hancock Bros.

Nashville, Tenn.—The cracker factory of the Grubbs Cracker Co.; reported loss \$90,000.

Springfield, Ky.—The Gum Lick distillery of Yates & Crowder.

Sumter, N. C.—The planing mills of Lukens & Reifnwyer;—loss \$800.

Winnisboro, Texas.—The dry-kiln of J. F. Stivers.

Bullding Notes.

Abingdon, Va.—Hotel.—The Damascus Co. will at once let contract for the erection of the hotel mentioned last week as to be erected at Abingdon.

Americus, Ga.—The Macon Sash, Door & Lumber Co. confirms the report of several weeks ago that it has secured contract for the erection of the Baptist church.

Anniston, Ala.—C. M. Noble is reported as to erect a number of dwellings.

Anniston, Ala.—The Armour Packing Co., of Kansas City, Mo., contemplate erecting a cold storage plant.

Baltimore, Md.—The Montgomery Permanent Land & Savings Association has been incorporated by P. E. Baumen, J. H. Orem, Wm. Reeder and others.

Baltimore, Md.—It is rumored that a new theatre is to be erected.

Baltimore, Md.—Adam Denmead has plans for the erection of dwellings to cost \$35,000.

Baltimore, Md.—James H. Windrim, Washington, D. C., will receive proposals until May 2 for piping in the U. S. courthouse and postoffice.

Barnevile, Ga.—The town will, it is reported, issue \$8,000 of 20-year bonds for the purpose of providing for erection of a brick academy.

Basic City, Va.—Hotel.—Lott & Co. are erecting a room addition to the Basic City Hotel.

Basic City, Va.—Hotel.—It is stated that a hotel will be erected. The Basic City Mining, Manufacturing & Land Co. can give information.

Belton, Texas.—Hotel.—Plans and specifications for the erection of a 3-story hotel are invited by the proprietors of the Central Hotel.

Bluffton, Texas.—R. A. Ludlow is reported as erecting a \$7,000 residence.

Blufston, Ala.—The University of the Southland, mentioned last week, is to be located at Blufston on land donated by the Blufston Land, Ore & Furnace Co., instead of at Langdon, a town adjacent to Blufston.

Brownwood, Texas.—Contract is reported as having been let for the erection of the Howard Payne College to cost \$40,000.

Buchanan, Va.—Hotel.—It is reported that the Central City Land Co. will erect a \$75,000 hotel.

Buena Vista, Va.—The Buena Vista Iron Co. intends, it is said, erecting shortly dwellings for operatives.

Central City, Ky.—The Central Coal & Iron Co. will, it is stated, erect a brick, iron front building, to be two stories high and 40x100 feet in size.

Charlotte, N. C.—The Reformed congregation will, it is reported, erect a church to cost \$5,000.

Charlotte, N. C.—Work will begin on the St. Peter's Protestant Episcopal Church about May 1, it is said.

Chattanooga, Tenn.—L. J. Sharp & Co. will, it is stated, erect a new livery stable.

Chattanooga, Tenn.—The Chattanooga Door & Sash Co. is erecting a two story warehouse, 40x93 feet.

Clarksville, Tenn.—Owen & Moore intend erecting 3 stores to cost \$18,000.

Coffeeville, Miss.—Newburger & Mooring have secured the contract for erecting the Yalobusha county courthouse, previously referred to, their bid being \$19,890.

Columbus, Texas.—The Columbus Improvement & Loan Association has been chartered by E. J. Lanmeyer, J. L. Townsend and W. H. Bodeker. Capital stock \$30,000.

Concord, N. C.—A movement is reported as being made for the erection of a storage warehouse.

Corus Christi, Texas—Hotel.—It is reported that Dr. Cohen, of Waco, will erect the hotel previously rumored.

Covington, Va.—Hotel, etc.—The Covington Improvement Co., mentioned elsewhere in this issue, has ordered the preparation of plans for the erection of a hotel and an office building.

Dallas, Texas.—The Gulf, Colorado & Santa Fe Railway Co. (office, Galveston) contemplate erecting the depot lately reported.

Dallas, Texas.—Padgett Bros. are erecting the building lately mentioned to be 5 stories and 60x200 feet in size.*

Dallas, Texas.—Gano Bros. will erect the six-

MANUFACTURERS' RECORD.

story office and bank building lately reported. Architect has not been selected.

Daytona, Fla.—Hotel.—H. M. Flagler, of St. Augustine, will, it is stated, erect a hotel.

Dublin, Texas.—J. C. Loughry, of Sipe Springs, will receive proposals for the erection of a building for a 125-brl. flour mill.

Durham, N. C.—Proposals are being received for the erection of the buildings for Trinity College, lately referred to.

Florence, Ala.—Louis D. Erben, of Philadelphia, Pa., mentioned elsewhere in this issue, will, it is reported, erect a residence.

Floresville, Texas—The Masons have organized a company for the purpose of erecting a temple.

Gainesville, Ga.—The Masons will shortly erect the temple lately referred to.

Galveston, Texas.—The Galveston Building & Loan Association has been chartered with a capital stock of \$500,000 by J. D. Sherwood, Lawrence Elder, L. R. Bergeron and others.

Galveston, Texas.—N. J. Clayton & Co. have prepared plans for the erection of the Church of the Sacred Heart (R. C.) to cost \$50,000.

Gate City (P. O.), Estillville, Va.—Hotel.—The Gate City Land & Improvement Co. is reported as considering the erection of a \$50,000 hotel.

Glasgow, Va.—Hotel.—The West End Glasgow Co., mentioned elsewhere in this issue, is considering the erection of a hotel.

Glasgow, Va.—The Presbyterians, Methodists and Roman Catholics will, it is stated, erect churches.

Graham, N. C.—Hotel.—It is stated that a hotel will be erected.

Houston, Texas—C. W. Alsworth, J. R. Morris & Son and R. P. Smith will, it is stated, shortly erect warehouses.

Indian Springs, Ga.—Hotel.—L. W. and George Collier, of Birmingham, Ala., will, it is reported, erect a \$50,000 hotel.

Jacksonville, Texas—J. A. Templeton wants bids for the erection of 6 storehouses.

Johnson City, Tenn.—Hunter & Brown will erect a store building 25x160 feet.

Knoxville, Tenn.—St. John's Episcopal Congregation contemplates erecting a new church.

Laredo, Texas.—Erstetti & Johnson have secured contract for the erection of the business house mentioned last week as to be erected by Daniel Milmo.

La Grange, Ga.—The Atlanta & West Point Railroad Co. (office, Atlanta) and the Macon & Birmingham Railroad Co. (office, Macon) will, it is stated, erect a union depot.

Little Rock, Ark.—F. H. Rickon has prepared plans for the erection of stores and apartments to be 100x140 feet and five stories high. Elevator, iron work, etc., will be used; cost \$45,000.

Louisville, Ky.—James F. Foster, of St. Louis, Mo., will, it is stated, erect a chapel in the Saint Louis Roman Catholic Cemetery in Louisville.

Lynchburg, Va.—The West Lynchburg Land Co. is reported to have offered the executive committee of the Baptist Orphanage of Richmond 5 acres of land and \$5,000 if it will erect the orphanage previously referred to on its land.

Lynchburg, Va.—Hotel.—It is reported that the Rivermont Co., mentioned elsewhere in this issue, contemplates the erection of a hotel.

Marietta, Ga.—Hotel.—D. F. McClatchy writes, in reference to the proposed hotel mentioned last week, that the Marietta Hotel Co. will erect a hotel to contain at least 100 rooms as soon as plans are prepared, and hope to commence erection within 30 days.*

Memphis, Tenn.—The Memphis Street Car Co. has secured permit for the erection of a car-house 130x100 feet.

Middlesborough, Ky.—The National Building & Loan Association has been organized and is, it is reported, erecting a brick building.

Morrilton, Ark.—A branch of the Arkansas Building & Loan Association has been organized with H. V. Crozier, president, and I. L. Cox, secretary.

Nashville, Tenn.—Pritchard & Holmes, of Memphis, have been awarded the contract, mentioned last week, for the erection of the Cossitt Library building.

Newberry, S. C.—A building and loan association has been organized by W. E. Pelham, R. L. McCaughrin and others.

New Orleans, La.—The Chess, Checkers & Whist Club intends erecting a building in place of the one lately reported as destroyed by fire.

New Orleans, La.—A five-story building will, it is reported, be erected on the site of the Touro Block, previously reported as burned. A. Swartz & Sons can give information.

Opelika, Ala.—D. S. Robertson will erect three brick stores to have iron fronts.*

Opelousas, La.—A branch of the Interstate Building & Loan Association, of Columbus, Ga., has been organized with Joseph Block, president, and V. K. Irion, secretary.

Quitman, Ga.—John Allman, chairman board of county commissioners, will receive proposals until June 10 for rebuilding and repairing the Brooks county courthouse.

Raleigh, N. C.—W. S. Primrose, chairman executive committee, will receive proposals until April 30 for the erection of the additional building to the North Carolina College of Agriculture & Mechanic Arts, mentioned last week.

Richmond, Va.—Hotel.—The erection of another hotel is being agitated.

Roanoke, Va.—Hotel.—Nicholas & Woodward are reported as contemplating the erection of a new hotel.

Rockwood, Tenn.—Hotel.—The Rockwood Hotel Co., mentioned two weeks ago, will erect a hotel to cost \$30,000.

Selma, Ala.—R. D. Anderson is reported as having plans prepared for the erection of a residence.

Sheffield, Ala.—A branch of the Southern Building & Loan Association, of Knoxville, Tenn., has been organized with W. R. Weston, president, and F. W. Gustine, secretary.

Shelby, Ala.—Hotel, etc.—Chisholm & Green, of Anniston, are preparing plans for the erection of a hotel to cost \$25,000 and bank building to cost \$7,000, both previously reported, to be built by the Mobile City Land & Improvement Co.

Sherman Heights, Tenn.—Hotel.—W. A. Woolson will erect a 40-room hotel.*

Silver Run, Md.—Elias Roth, of New Oxford, Pa., has secured contract for the erection of the Reformed Church, lately mentioned, including heating apparatus, etc. His bid was \$9,850.

St. Augustine, Fla.—Hotel.—It is rumored that H. M. Flagler will enlarge the Ponce de Leon Hotel.

Staunton, Va.—The Chamber of Commerce proposes, it is said, to erect a building.

Sumter, S. C.—Hotel.—It is stated that a hotel to cost \$50,000 will be erected.

Talledega, Ala.—Isbell & Co. intend remodeling their bank building.

Tazewell, Va.—Hotel, etc.—The Tazewell Land Improvement Co., mentioned elsewhere in this issue, will erect a \$20,000 hotel, a boarding house and several dwellings.

Washington, D. C.—John Stack & Sons, of Baltimore, Md., have secured contract for the erection of St. Mary's Roman Catholic Church, lately referred to.

Washington, D. C.—A. T. Britton and C. J. Bell, Pacific Building, will erect a 6-story warehouse to cost \$54,000. Frank Carver has contract.

Waycross, Ga.—A county jail is reported as to be erected.

Waynesboro, Va.—Hotel.—Bibb & Harman write that the Amazon Spring Hotel Co. intends erecting a \$50,000 hotel shortly, as has been stated.

Westminster, Md.—Hotel.—The Land Improvement, Loan & Manufacturing Co. has purchased the estate of Wm. A. McKelip and will enlarge the building on it for a summer hotel.

Westminster, Md.—A building and loan association is being organized.

Wichita Falls, Texas.—The Board of Trade intends erecting a building.

Wilmington, N. C.—Hotel.—The New Hanover Transit Co. will enlarge its hotel at Carolina Beach.

Winston, N. C.—Hotel.—Site has been purchased for the hotel lately reported as to be erected by E. L. Hawks.

Wytheville, Va.—The Wytheville Insurance & Banking Co. will erect the office building mentioned last week. Steam heating apparatus will be used.*

Wytheville, Va.—Hotel, etc.—The Case Lithia Springs Co. will shortly be organized with a capital stock of \$50,000 for the purpose of purchasing land, improving it and erecting a hotel.

MACHINERY WANTED.

If you desire to purchase machinery of any kind consult our advertising columns, and if you cannot find just what you wish, send us particulars as to the kind of machinery needed. We will make your wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. You will thus get all information desired as to prices, etc.

Acid Chamber.—The Farmers' Co-operative Manufacturing Co., Griffin, Ga., will purchase machinery for an acid chamber.

Acid Chamber.—H. Knight, president of Albion Phosphate Co., Bellevue, Fla., will probably purchase acid chamber with daily capacity for 25 tons of sulphuric acid.

Belting.—The Tarbelle Lumber Co., Southern Pines, N. C., and J. R. Keen, Webster, N. C., will purchase belting.

Boiler.—N. A. Matthews, Wills Point, Texas, will purchase a boiler for a canning factory.

Boiler and Engine.—Wright & Brantley, Green-

wood, Miss., will probably buy a small boiler and engine for bottling works.

Boilers and Engines.—Lovett & Rogers, Orrville, Ala., want prices on 20 and 35 horse-power boiler and engine complete.

Boiler and Engine.—W. M. Blount, Bainbridge, Ga., wants a second-hand 25 horse-power boiler and engine.

Boiler and Engine.—J. C. Loughry, Sipe Springs, Texas, wants bids on a first-class boiler and engine, capable of operating a 125-barrel flour mill.

Brick Press.—P. M. Young, Asheville, N. C., may purchase a hand brick press.

Brick Works.—Jacob S. Allen, Atkinson building, Wilmington, N. C., wants machinery for extensive brick works.

Brick-yard.—Dr. S. L. Selleck, St. George, S. C., wants prices on machinery for the manufacture of brick.

Bucket and Tub Factory.—Dr. S. L. Selleck, St. George, S. C., wants prices on machinery for the manufacture of buckets, tubs, etc.

Canning Factory.—The St. George's Canning & Manufacturing Co., St. George, S. C., will purchase machinery for a canning factory.

Canning Factory.—W. C. Keckeler, Middleport, Ohio, wants information in regard to the canning business, machinery, etc.

Canning Factory.—The Newmarket Canning & Packing Co., Newmarket, Tenn., wants complete outfit for a canning factory, including cans, labels etc.

Canning Factory.—F. J. Westaway, Patapsco, Md., expects to purchase next season additional machinery for his canning factory.

Cars.—W. M. Jones & Co., Hoffman, N. C., wants prices on cars for a tram-road.

Chair Factory.—J. A. Nicholas & Son, New Birmingham, Texas, want prices on a small surface planer, automatic lathe to turn foot pieces and a chair mortising machine.

Chewing-gum Factory.—J. K. McIlhenny, Rockingham, N. C., wants several large iron boilers with flat bottoms and perpendicular sides, a machine for kneading the gum, several sets of rollers and a machine for putting the gum in shape for market.

Corn and Flour Mill.—The Vernon Mill & Elevator Co., Vernon, Texas, wants prices on machinery for a 50-bushel corn mill and a 200-barrel flour mill.

Corn and Flour Mill.—J. C. Loughry, Sipe Springs, Texas, will receive bids about May 1 on outfit for a 50-barrel flour mill and 25-barrel corn mill.

Cotton-seed Oil Mill.—F. E. Watkins, Anderson, S. C., wants prices on new machinery for a ro-to-ton cotton-seed oil mill.

Creamery.—The Terra Alta Creamery Co., Terra Alta, W. Va., wants complete outfit of machinery for creamery.

Crushing Machinery.—Lerner, Troeger & Co., Mount Athos, Va., want horizontal or perpendicular French mill stones for grinding manganese, whichever is the best; also Blake's crusher and hoisting engine.

Crushing Machinery.—H. Knight, president of Albion Phosphate Co., Bellevue, Fla., will probably purchase machinery for reducing phosphate rock.

Drill Press and Bolt Cutter.—R. W. Barrett, Bristol, Tenn., wants a drill press and bolt cutter.

Electric-light Plant.—Steiner Bros., Birmingham, Ala., want bids on a 30 or 40-arc light plant, with engine.

Elevator.—D. F. McClatchy, Marietta, Ga., wants prices on elevator and general hotel equipment.

Elevators.—Padgett Bros., Dallas, Texas, want prices on freight and passenger elevators for a five-story building.

Fire Equipment.—J. E. Condrey, chief of fire department, Scotland Neck, N. C., wants the address of manufacturers of hand fire-pumps; also ladders, buckets, etc., for hand trucks.

Foundry and Machine Shops.—The Pioneer Iron Works, Middletown, Ky., will purchase machinery for foundry and machine shops.

Furnaces.—Altiger & Golightly, Florence, Ala., want prices on two heating furnaces.

Gas Piping.—James H. Windrim, supervising architect, Washington, D. C., will receive proposals until May 13 to supply the United States custom-house, etc., building at Galveston, Texas, with gas piping.

Heating Apparatus.—W. A. Woolson, Sherman Heights, Tenn., wants prices on heating apparatus for a 40-room hotel.

Hub and Spoke Factory.—J. M. Greer, Knoxville, Tenn., will probably purchase machinery for a hub and spoke factory.

Ice Factory.—D. Barnes, Lock Box 33, Reidsville, N. C., wants prices and information on ice machinery.

Ice Factory.—Dr. J. S. Stephens, president of the Home Co-operative Cotton-seed Oil Co., Natchitoches, La., will probably purchase machinery for an ice factory.

Ice Machine.—J. W. Shallcross, Locust Grove, Md., desires the address of manufacturers of domestic ice machines.

Ice Machinery.—J. H. Robbins & Sons, Selma, Ala., want the address of manufacturers of ice machinery.

Ice Plant.—T. H. Gordon, care of D. E. Curran, 10 Donald Building, Baltimore, Md., wants prices on ice machinery with capacity for 25 tons daily.

Iron Fronts.—D. S. Robertson, Opelika, Ala., wants prices on iron fronts for 3 brick stores.

Iron Roofing.—The Farmers' Co-operative Manufacturing Co., Griffin, Ga., will purchase iron roofing.

Iron Roofing.—The R. F. Porch Manufacturing Co., Iron City, Tenn., may want iron roofing.

Knitting Machines, etc.—Gideon Purl, Georgetown, Texas, desires the address of manufacturers of the best knitting machines; also prices on a 6 horse power engine.

Knitting Mill.—E. A. Ferrin, 727 N. Harwood street, Dallas, Texas, wants prices and information on complete outfit for a 25 or 30 machine knitting mill.

Lantern Factory.—Otho O. Owens, Richmond, Va., wants the address of manufacturers of machinery for making railroad signal hand lanterns.

Laundry.—Machinery will be purchased for a steam laundry at Montezuma, Ga. Address C. A. Hamilton.

Locomotive.—J. M. Buckley, P. O. Box 195, Chattanooga, Tenn., will purchase a new or second-hand locomotive, to weigh from 8 to 12 tons, for narrow-gauge railroad; Shay patent preferred.

Locomotive.—W. M. Jones & Co., Hoffman, N. C., want prices on a locomotive for a tram-road.

Machine Tool.—J. W. Davenport, Seymour, Texas, wants a machine for cutting stone cutters' tooth chisels.

Oil Mill and Fertilizer Factory.—Machinery will be purchased during the summer for a cottonseed oil mill and fertilizer factory in Thomas county, Ga. Address A. W. Ivey, Thomasville, Ga.

Oil Wells.—George F. Wyvill, Macon, W. Va., will need machinery especially adapted for sinking oil wells.

Plows.—R. Doak, Grenada, Miss., desires the address of manufacturers of plows.

Rails.—J. M. Buckley, P. O. Box 195, Chattanooga, Tenn., wants prices on about ½ mile of 20-pound T rails.

Rope Factory.—John P. Coffin, Florence, S. C., wants prices on machinery for the manufacture of cotton rope.

Sash, Door and Blind Factory.—The Wytheville Canning & Manufacturing Co., Wytheville, Va., wants machinery for the manufacture of sash, doors and blinds.

Saw Mill, etc.—W. M. Jones & Co., Hoffman, N. C., expect to purchase soon a saw mill, cut-off and gang saws; also an engine.

Shafting, Pulleys, etc.—Turner Bros. & Co., Vance, N. C., want gearing, pulleys, shafting and everything necessary for utilizing water-power.

Shafting and Pulleys.—J. R. Keen, Webster, N. C., will want shafting and pulleys.

Shingle Machines.—H. Weil & Bros., Goldsboro, N. C., want catalogues and cash prices on one or more latest improved shingle machines.

Steam Hammer.—G. R. Lombard & Co., Augusta, Ga., will purchase soon a steam hammer to work 6-inch iron, heavy universal milling machine and radial drill press.

Steam Heating Apparatus.—The Wytheville Insurance & Banking Co., Wytheville, Va., will put a steam heating apparatus into its building to be erected. Address H. G. Wadley, president.

Sugar Evaporator.—N. A. Matthews, Willis Point, Texas, wants prices and information on machinery with capacity for 20,000 pounds open-kettle sugar per day.

Tenoning Machine.—J. C. Carr, Tazewell, Tenn., wants a medium size tenoning machine; second-hand preferred.

Tinware Factory.—The St. George's Canning & Manufacturing Co., St. George, S. C., wants prices on machinery for manufacturing cans and tinware.

Tools.—James F. Stevens, Hickory, N. C., wants hand machinery and tools for a wood shop.

Wagon Factory.—The Opelika Iron Works, Opelika, Ala., is in the market for all necessary machinery for a wagon factory.

Water Works.—Dozier & Logan, Gainesville, Ga., want prices on the following for water-works plant: 3 to 4 miles 4, 6, 8 and 10-inch wrought and cast iron piping, 30 to 40 hydrants, castings and boilers and engines.

Water Works.—W. G. Selleck, Macon, Miss., wants prices that water works are wanted.

Woodworking Machinery.—Godwin Bros., Eufaula, Ala., want a complete outfit of woodworking machinery for manufacturing furniture, sash, doors and blinds, planing and general wood-work.

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Architects and Engineers,
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Representing reliable manufacturers of
Railway, Mining and Mill Supplies.
ORDERS FILLED PROMPTLY.
Chattanooga, Tenn.

PROPOSALS.

SEALED PROPOSALS will be received at the office of the Supervising Architect, Treasury Department, Washington, D. C., until 1 o'clock P. M. on the 16th day of May, 1890, for all the labor and materials required to erect and complete the surgeon's house for U. S. Quarantine Reservation at Delaware Breakwater, Del., in accordance with drawing and specification, copies of which may be had on application at this office or the office of the Superintendent. Each bid must be accompanied by a certified check for \$100. The Department will reject all bids received after the time fixed for opening the same; also, bids which do not comply strictly with all the requirements of this invitation. JAS. H. WINDRIM, Supervising Architect. April 15th, 1890.

SEALED PROPOSALS will be received at the office of the Supervising Architect, Treasury Department, Washington, D. C., until 1 o'clock P. M., on the 13th day of May, 1890, for all the labor and materials required to fix in place complete the low temperature, Hot Water Heating and Ventilating Apparatus for the U. S. Post Office, &c., building at Springfield, Ohio, in accordance with the drawings and specification, copies of which may be had on application at this office or the office of the Superintendent. Each bid must be accompanied by a certified check for \$200. The Department will reject all bids received after the time fixed for opening the same; also bids which do not comply strictly with all the requirements of this invitation. JAS. H. WINDRIM, Supervising Architect. April 16th, 1890.

SEALED PROPOSALS will be received at the office of the Supervising Architect, Treasury Department, Washington, D. C., until 1 o'clock P. M., on the 13th day of May, 1890, for all the labor and materials required to put in place all the gas piping in the U. S. Custom House, &c., building at Galveston, Texas, in accordance with the drawings and specification, copies of which may be had on application at this office or the office of the Superintendent. Each bid must be accompanied by a certified check for \$100. The Department will reject all bids received after the time fixed for opening the same; also bids which do not comply strictly with all the requirements of this invitation. JAS. H. WINDRIM, Supervising Architect. April 16th, 1890.

SEALED PROPOSALS will be received at the office of the Supervising Architect, Treasury Department, Washington, D. C., until 1 o'clock P. M., on the 2d day of May, 1890, for furnishing and fixing in place, complete, the cast and wrought iron cover for Northeast main vent shaft, the hot water heater with all hot water supply, circulating and cold water supply pipe connections, the exhaust piping from all elevator pumps, live and exhaust steam coils for the different vent shafts, the lowering of roof of large Emerson ventilators, the wrought iron doors for main vent shaft, tank alarms, traps, piping, equalizing pipes for boilers, etc., for the U. S. Post Office and Courthouse building at Baltimore, Md., in strict accordance with the drawings and specification, copies of which may be had on application at this office or the office of the Superintendent. Each bid must be accompanied by a certified check for \$100. The Department will reject all bids received after the time fixed for opening the same; also bids which do not comply strictly with all the requirements of this invitation. JAS. H. WINDRIM, Supervising Architect. April 10th, 1890.

PROPOSALS FOR INDIAN SUPPLIES AND TRANSPORTATION.

DEPARTMENT OF THE INTERIOR, Office of Indian Affairs, Washington, April 15, 1890.—Sealed proposals, indorsed "Proposals for Beef (bids for Beef must be submitted in separate envelopes), Bacon, Flour, Clothing, or Transportation, etc. (as the case may be), and directed to the Commissioner of Indian Affairs, No. 65 and 67 Wooster Street, New York, will be received until 1 P. M. of Tuesday, May 20, 1890, for furnishing for the Indian service about 600,000 pounds Bacon, 34,000,000 pounds Beef on the hoof, 1,000,000 pounds net Beef, 270,000 pounds Beans, 63,000 pounds Baking Powder, 500,000 pounds Corn, 480,000 pounds Coffee, 8,500,000 pounds Flour, 55,000 pounds Feed, 155,000 pounds Hard Bread, 65,000 pounds Hominy, 20,000 pounds Lard, 700 barrels Mesa Pork, 17,000 pounds Oatmeal, 450,000 pounds Oats, 125,000 pounds Rice, 9,000 pounds Tea, 340,000 pounds Salt, 260,000 pounds Soap, 920,000 pounds Sugar, and 70,000 pounds Wheat. Also, Blankets, Woolen and Cotton Goods, consisting in part of Ticking, 13,000 yards; Standard Calico, 100,000 yards; Drilling, 14,000 yards; Duck, free from all sizing, 28,000 yards; Deuims, 15,000 yards; Gingham, 330,000 yards; Kentucky Jeans, 11,000 yards; Cheviot, 17,000 yards; Brown Sheetings, 230,000 yards; Bleached Sheetings, 25,000 yards; Hickory Shirting, 15,000 yards; Calico Shirting, 7,000 yards; Winsey, 2,000 yards; Clothing, Groceries, Notions, Hardware, Medical Supplies, School Books, &c., and a long list of miscellaneous articles, such as Harness, Plows, Rakes, Forks, &c., and for about 860 Wagons required for the service, to be delivered at Chicago, Kansas City, and Sioux City. Also for such Wagons as may be required, adapted to the climate of the Pacific Coast, with California brakes, delivered at San Francisco.

Also, Transportation for such of the articles goods and supplies that may not be contracted for to be delivered at the Agencies.

BIDS MUST BE MADE OUT ON GOVERNMENT BLANKS. Schedules showing the kinds and quantities of Subsistence supplies required for each Agency and School, and the kinds and quantities in gross, of all other goods and articles, together with blank proposals, conditions to be observed by bidders, time and place of delivery, terms of contract and payment, transportation routes, and all other necessary instructions will be furnished upon application to the Indian Office in Washington, or Nos. 65 and 67 Wooster Street, New York; the Commissioners of Subsistence, U. S. A., at Cheverie, Chicago, Leavenworth, Omaha, Saint Louis, San Fran and San Francisco; the Postmasters at Sioux City, Iowa; Vankton, S. Dakota; Arkansas City, Caldwell, Topeka and Wichita, Kansas, and Tucson, Arizona.

The right is reserved by the Government to reject any and all bids, or any part of any bid, and these proposals are invited under proviso that appropriation shall be made for the supplies by Congress.

Bids will be opened at the hour and day above stated, and bidders are invited to be present at the opening.

CERTIFIED CHECKS.

All bids must be accompanied by certified checks or drafts upon some United States Depository or the First National Bank of San Francisco, Cal., for at least five per cent. of the amount of the proposal.

T. J. MORGAN, Commissioner.

SEALED PROPOSALS will be received at the office of the Supervising Architect, Treasury Department, Washington, D. C., until 1 o'clock P. M., on the 13th day of May, 1890, for all the labor and materials required to fix in place complete a low-pressure steam-heating and mechanical ventilating apparatus for the U. S. Courthouse and Postoffice building at Montpelier, Vermont, in accordance with the drawings and specification, copies of which may be had on application at this office or the office of the Superintendent. Each bid must be accompanied by a certified check for \$100. The Department will reject all bids received after the time fixed for opening the same; also bids which do not comply strictly with all the requirements of this invitation. JAS. H. WINDRIM, Supervising Architect. April 15th, 1890.

SEALED PROPOSALS for Annual Supplies for the U. S. Marine Corps, Headquarters U. S. Marine Corps, Quartermaster's Office, Washington, D. C., April 14, 1890.—SEALED PROPOSALS in duplicate will be received at this office until 12 o'clock M. of the 17th day of May next, for furnishing RATIONS, and until 12 o'clock M. on the 19th day of May next for furnishing FUEL, and until 12 o'clock M. of the 20th day of May next, for furnishing FORAGE, to the United States Marine Corps at one or more of the following stations, from the 1st July, 1890, to the 30th June, 1891, viz.: PORTSMOUTH, N. H.; CHARLESTOWN, MASS.; BROOKLYN, N. Y.; PHILADELPHIA and LEAGUE ISLAND, PA.; ANAPOLIS, MD.; WASHINGTON, D. C.; NORFOLK, VA.; PENSACOLA, FLA., and MARSHALL ISLAND, CAL. Sealed proposals will also be received at this office until 12 o'clock M. of the 21st day of May next for furnishing SUPPLIES, consisting of Cloths, Kerseys, Flannels, Blankets, Hats, Helmets, Military Stores, Brooms, Brushes, etc., to be delivered at the office of the Assistant Quartermaster, Philadelphia, Pa. Sealed proposals will also be received at this office until 12 o'clock M. of the 22d day of May next for furnishing STATIONERY, to be delivered at the office of the Quartermaster, Washington, D. C. All supplies to be delivered at the places named free of expense to the United States. Specifications, blank forms of proposals, and all information can be obtained upon application at any of the stations named above, or at the office of the Quartermaster, Washington, D. C., and Assistant Quartermaster's office, 216 south Second street, Philadelphia, Pa. This office reserves the right to reject any and all bids, and to waive defects, and bids from manufacturers or regular dealers in supplies only will be considered. Bids accepted and contracts awarded subject to an appropriation by Congress to meet the expense. Proposals may be made for one or more articles, deliverable at one or more stations, and will be considered separately for each article and place of delivery. They should be endorsed "Proposals for Rations, Fuel, Forage, Supplies or Stationery," as the case may be, and addressed to MAJOR H. B. LOWRY, Quartermaster U. S. Marine Corps, Washington, D. C.

WANTS.

P LANS AND SPECIFICATIONS WANTED. Plans and specifications wanted for brick, stone and iron Courthouse in Orlando, Florida. Architects and builders are requested to communicate with Messrs. Chas. E. Ferguson and C. E. Smith, Orlando, Florida, committee of the Board of County Commissioners of Orange county, Florida, for information as to size and general character of building. Plans and specifications to be submitted by the 2d day of June, 1890. The Board reserves the right to reject any or all plans which may be submitted. By order of the Board of County Commissioners, B. F. WHITNER, Chairman. Attest: D. S. SHINE, Clerk. Orlando, Florida. April 9, 1890.

Partner Wanted.

\$2,000 will secure a half interest in established legitimate business that will make \$5,000 to \$10,000 per annum. Rare opportunity for active, ambitious business man. Gentle edge reference given and required. Address

Real Estate & Iron Trade,
BOOK B.
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Complete Outfits—\$125 and upwards.

Capacity of our \$125 outfit 1,500 to 2,000 Cans per day.

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Write for further information. BALTIMORE.

Canning Factories
ESTABLISHED AND BUILT.
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To take charge of Factories.

C. PALMER MFG. CO., Blair, Nebraska.
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Cotton Seed Oil Mills

We are making various sizes from the Plantation Mills of 5 tons to the large city mill of 50 tons per day. Our mills have all the latest modern improvements in machinery, and produce the very best results. Send for circular.

CARDWELL MACHINE CO., Richmond, Va.

FOR SALE.

Foundry & Machine Shop,

PATTERNS, &c.

1 1/2 acres of ground, centrally located in city. Ready established trade. Three railroads running within 50 yards. To be sold for a division, on account of the death of both partners. Full particulars will be furnished to enquiring parties by writing to

MURRAY & STEVENSON,
P. O. Box 346.
ANNISTON, ALA.

For Sale.**Wood-Burning Locomotives.**

Standard Gauge—15 Engines, 25 to 30 tons; one 10-ton Baldwin-Forney. 3-ft. Gauge to Shay patent, 8 to 18 tons; two Porter 10 and 13 ton. Other Engines, cars and rails.

A. S. MALES & CO.,
15, 16 and 17 Aetna Building, Cincinnati, O.

**Steam Fire Engines
FOR SALE.**

One Hunneman and one Button in first-class condition. Also all kinds of second-hand Engines and Boilers for sale cheap. For terms, prices, &c., address

Lowell Steam Boiler Works,

LOWELL, MASS.

Estimates given on New Work of every description.

**Textile Machinery
FOR SALE.**

Picking, Carding, Roving, Spinning, Spooling, Twisting, Reeling, Warping, Weaving and Finishing for Cotton and Woolen Mills. Very large stock to select from in our storerooms here, over two acres of floorage.

JEREMIAH CLARK,
Lowell, Mass. Office, 63 Dutton St.

FOR SALE.**JAMES MURRAY & SON.**

One 40 H. P. Horizontal Steam Engine, (second-hand). One 60 H. P. Horizontal Tubular Boiler, (second-hand). New Engines and Boilers on hand and built to order. One S. H. Steam Pump, one S. H. Steam Hammer.

PULLEYS, HANGERS & SHAFTING.
102 to 108 E. York St., Baltimore.

For Sale.**BOILERS.**

273 New and Second-Hand

Boilers and Engines at buyers' prices.

CASEY & CO.

Chattanooga, Tenn.

Second-Hand Machinery Cheap.

1 96 in. x 20 ft. Engine Lathe.
1 95 in. x 20 ft. Engine Lathe with end face-plate.
1 65 in. Pillar-turning and Boring Lathe.
1 15 in. x 10 ft. Engine Lathe.
1 72 in. Universal Radial Drill.
1 12 in. Vertical Slotted Bement.
1 12 in. x 36 in. Geo. H. Corliss Engine.
1 37 in. Turret Head Chucking Machine. New.
1 No. 3 Brainard Universal Milling Machine.
1 Lincoln Pattern Milling Machine.
1 Heavy Universal Milling Machine.
1 8-Spindle Gang Drill.
1 2-Spindle Horizontal Nut-Tapping Machine.
Write us for what you want and send description of Machinery that you have to trade or sell.

THE J. A. MACKINNON MACHINERY CO.
22 Warren Street, New York.

SECOND-HAND MACHINERY.

1 Iron Planer, planes to feet long, 5x24 in.
1 " " 5 feet " 25x24 in.
and other sizes " "
1 Engine Lathe, 15 feet bed, 28 inch swing.
1 " " 13 " 21 "
1 " " 12 " 20 " "
1 " " 11 " 19 " "
1 " " 8 " 15 " "
1 " " 8 ft. bed, 20 in. swing, N.Y.S. E. Co. make, and various other sizes.
1 20 in. Plain Drilling Machine.
1 25 " Boring Mill.
1 Betts No. 1 Horizontal Boring Mill.
1 15 in. Crank Shaping Machines, At order.
1 6 1/2 in. Slotted, automatic feed.
1 Pratt & Whitney Lincoln Millers.
1 Pond Index Miller.
1 No. 5 Stiles & Parker Press, A1.
Send for list Second-hand tools.

NEW YORK MACHINERY DEPOT,
Brooklyn Bridge Store, 16, New York.

BARGAINS.

Second-Hand Machinery. Good Condition.

L. F. SEYFERT,
Nos. 437, 439, 441, N. 3d St., PHILADELPHIA, PA.

1 25 H. P. Lidgerwood Hoist'g Eng., cyl. 10x12 in.

6, 8, 10, 15 and 20 H. P. Portable Boring Engines,

single & double cyl. & drum. Comb'd & single.

1 15 H. P. Agricultural Eng. & Boiler on wheels.

1 6 H. P. Agricultural Eng. & Boiler on wheels.

1 60 H. P. Wilberham Hor. Engine, cyl. 14x24 in.

30, 40 and 50 H. P. "Southwark" Aut. H. S. Engs.

1 6 H. P. Baxter Engine and Boiler.

1 35 H. P. Locomotive Boiler, (20) 3 in. tubes.

1 25 H. P. R. T. Boilers, 42" x 10" (28) 3 in. tubes.

1 Upright Tub. St'l Boil's. New. 4-40 H.P. Cheap

2 Light Trip Hammers.

1 Fitzburg Engine Lathes, 15" x 36".

1 Harrington Engine Lathe 22 in. x 10 ft.

1 New Haven Planer, 20" x 20" x 15".

1 H. B. Smith 4-sided 4 in. Horizontal Moulders.

1 26 in. Single Surfacer, double belted. G. & W.

PLEASE WRITE FOR PRICES.

Bargains in Machine Tools.

We have the following Machine Tools, taken mainly in exchange for those of our own manufacture. We will sell them low.

LATHES.

4 9-in. x 5 ft. P. & W. Bench Hand Lathes. G Order.

2 10-in. x 5 ft. P. & W. Bench Hand Lathes. "

1 10-in. x 6 in. P. & W. Bench Turret Lathe. "

1 12x4 Putnam Lathe. Good Order.

1 12x5 Star Hand Lathe. New.

1 15x6 W. & L. Lathe. New.

1 16x6 Pond Lathe. Good Order.

1 16x10 Pratt & Whitney Lathe. New.

1 18x7 Lathe. Fair Order.

1 18x8 Star Tool Co. Lathe. Good Order.

1 18x9 L. W. Pond Lathe. Good Order.

1 18x12 Lodge Barker & Co. Lathe. Good Order.

1 20x12 L. W. Pond Lathe. Good Order.

1 20x8 Ames Lathe. Good Order.

1 20x10 Engine Lathe. Good Order.

1 20x12 Engine Lathe. Good Order.

1 20x10 Conway Lathe. Good Order.

1 20x13 Harris Lathe. Fair Order.

1 22x10 Wolcott Lathe. Fair Order.

1 24x16 Lathe. Fair Order.

1 25x12 Curtis Lathe. Fair Order.

1 26-in. Stevens Pulley Lathe. Fair Order.

1 20-in. Lathe. Fair Order.

PLANERS.

1 15-in. Hendey Shaper. Good Order.

1 Planer 22x22x4 Pease. Good Order.

1 Planer 24x24x7 New Haven. Good Order.

1 Planer 36x36x8 Whitcomb. Good Order.

1 Planer 36x36x9 Whitcomb. Good Order.

MISCELLANEOUS.

1 Hendey 3 Spindly Drill Press. Good Order.

1 24-in. B. G. Fitchburg Drill Press. Good Order.

1 34-in. B. G. Drill Press. Good Order.

1 36-in. B. G. Drill Press. Good Order.

1 60-in. H. & J. Radial Drill Press. Good Order.

2 No. 2 Lincoln Milling Machines. Good Order.

1 No. 4 Garvin Miller, plain. Nearly New.

1 Garvin Miller, plain. Good Order.

1 No. 4 Garvin Miller, plain. New.

1 Standish Foot-Power Hammer. New.

1 Blundell & Co. Screw Press. Good Order.

1 2-in. Bement Slotted. Good Order.

1 2-in. Slotted. Good Order.

1 Nat. Double Head Bolt Cutter. A No. 1 Order.

1 Emery Grinder and Stand. Good Order.

1 Brass Melting Furnace. Good Order.

1 Write for Prices.

1 New additions constantly made to this list.

1 Complete estimates made on outfits.

THE LODGE & DAVIS MACHINE TOOL CO.

Cincinnati, Ohio.

Manufacturers of Engine Lathes, Shapers, Upright Drills, etc. Dealers in Iron and Brass Working Machinery.

Western Store 68 & 70 S. Canal St., Chicago.

FOR SALE.

Five Single Surfacers. Three Double Surfacers.

Three eight-inch Matchers (four-sided).

Two fourteen-inch Matchers (four-sided).

Two twenty-four-inch Matchers (three-sided).

ALL SECOND-HAND. Send for full list to

THE PREBLE MACHINE WORKS CO.

38 & 40 W. MONROE ST., CHICAGO, ILL.

For Sale—Planing Mill Outfit

Complete, consisting of the following pieces:

Engine, 60 horse-power.

Boiler, 70 horse-power.

One 24-in. four-side Power "Champion" Planer.

One 14-in. four-side Power "National" Floor Board Machine.

One 44-in. Power Re-Saw.

One 7-in. H. B. Smith Outside Moulder.

One Self-Feed Saw Bench.

One Wood Frame Saw Bench.

One Swinging Cut-off Saw.

One Every Stand with wheels.

One 45-in. Boston Blower with exhaust pipes complete, together with all shafting, pulleys, belting, bits and tools.

All in perfect order and nearly new, having been run but one year. North Carolina boards or scantling will be taken in payment if desired. Address

SNOWDEN & ATLEE,

906 Richmond St., Philadelphia, Pa.

Second-hand Machinery in Good Order**FOR SALE CHEAP.**

Engine Lathes—86 in. x 20 ft.; 60 in. x 17 ft.; 45 in.

x 12 ft.; 35 in. x 18 ft.; 49 in. x 15 ft.; 24 in. x 10 ft.;

22 in. x 8, 10 and 12 ft.; 18 in. x 8 and 12 ft.; 25 in. x 6 and 8 ft.; 1 each 24 in. x 20 in. and 24 ft.; 24 in. x 12 ft.;

24 in. x 12 and 16 ft.; 18 in. x 10 ft.; 20 in. x 10 ft.;

20 in. x 12 ft.; 1 each 16 in. x 6, 8 and 10 ft.;

6 each 14 in. x 6 ft.; 12 in. x 5 ft.; 2 each 11 in. x 4 ft.

and 5 ft.; 10-in. x 3 ft. foot power.

4 Brass Turret Lathes, assorted sizes.

1 each Planer, 18 in. x 24 in. x 5 ft.

" " 30 in. x 30 in. x 5 ft.

1 Planer, 25 in. x 25 in. x 18 ft. 50 in. x 17 ft.

" " 40 in. x 40 in. x 14 ft.

" " 42 in. x 42 in. x 10 and 12 ft.

" " 48 in. x 90 in. x 4 and 5 ft.

" " 16 in. x 16 in. x 5 ft.

1 Screw Planer, 18 in. x 3 ft.

1 Engine Lathe, sixx six feet, good order. Niles.

" Taylor" Saw Mill, with top saw, will cut 50" x 36". Go d as new.

1 New Horizontal Boring Machine, with facing at attachment, Newark Machine Tool Co., makers.

1 48-inch Gear Cutter. Gould & Eberhart.

1 24x38x4-foot Planer. Ames.

1 22x30x5-foot Planer. Putnam.

1 Drop Hammer, 75 pounds.

1 4-in. Radial Drill.

1 Shaper each 6, 10, 12, 15, 20, 24 and 30 in. stroke.

1 Crank Planer. 6 Lincoln Pat. No. 5 Millions.

1 Universal Millier. Brown & Sharpe.

1 each 2, 3, 4 and 6 Spindle Gang Drill.

1 each Nos. 1, 2, 3, 4 and 5 Screw Machines.

1 No. 9 Screw Machine. Jones & Lawson.

1 each 4 & 6-in. Vertical Hammers.

1 No. 53 Ferracut Press. x Nut-Facing Machine.

1 No. 36 Fowler Press.

1 Foot Presses, assorted. 6 Power Presses, assorted.

1 Punching and Shearing Machines, assorted.

1 Return Tubular Boilers, 25 H.-P.

1 Bolt Cutter, each 1/2 in. to 1 in. and 1/2 in. to 2 in.

1 No. 1 Hand Millers. Pratt & Whitney.

1 Horizontal Engine each 25 and 45 H.-P.

1 Horizontal Boring Machine, 36 in. x 6 ft.

1 each 8 and 12-in. Slotted.

1 Correspondence solicited.

1 Foot Mortising Machine.

1 Correspondence solicited.

1 New full line of New Machinery.

1 PRENTISS TOOL AND SUPPLY CO.

P. O. Box 350. 115 Liberty street, New York City.

PLEASE WRITE FOR PRICES.

CARLISLE MFG. CO.**Cars, Engines, Frogs****AND SWITCHES.****CARLISLE, PA.****STEEL RAILS AND EQUIPMENT.**

Light Sections, 8 to 45 lb.

New and Standard Sections, 50 lb. and up.

Second-hand.

Locomotives, Passenger and Freight

Cars, all descriptions, for sale.

TRADE NOTES.

THE National Pulley Covering Co., of Baltimore, have recently made arrangements with Messrs. French & Linforth, 35 Beale street, San Francisco, Cal., whereby a stock of their goods will be carried by them and to whom all inquiries from the Pacific Coast should be addressed. The March business of this company came from 24 States, among the number being the seventh order from H. Walker & Sons, Walkerville, Canada, and their third from Buffat & Sons, Knoxville, Tenn.

D. SAUNDERS' SONS, manufacturers of gas and steam fitters' tools, Yonkers, N. Y., have filled the following among their recent orders: The McNab & Harlan Manufacturing Co. for one machine to cut and thread pipe 4 to 12 inches; William Ransom & Co. for a No. 6 machine for regular work and a No. 2 machine for making nipples; McMann Bros. for a No. 2 nipple machine, all of New York city. The firm report themselves very busy with orders for pipe-threading and cutting machinery to cut from 16 inches and smaller sizes.

A RICH copper mine is offered for lease in our advertising columns. This mine was successfully worked from 1860 to 1880 under the greatest of disadvantages, but the Knoxville Southern Railroad has been built and runs within a quarter of a mile of it. The ore is chiefly what is known as "black copper." It assays high and is easily worked. It contains a large percentage of sulphur and other minerals and acids. For further information apply to E. M. Kilpatrick, James Spargo or D. C. McCay, township commissioners, Ducktown, Polk county, Tennessee.

DAIRY machinery and supplies are very thoroughly illustrated and described in the catalogue of H. McK. Wilson & Co., 112 North Second street, St. Louis. Dairying is a rapidly increasing and well-paying industry in the South, and such a catalogue as this should be extensively read. It gives many practical suggestions and conveys a good idea as to what a complete creamery is. Everything used in the industry is described in the catalogue. This firm will send a copy of this catalogue to any applicant, and also name lowest price on any particular article needed, or furnish other information regarding this business.

A CONCERN has been organized in New York the primary object of which is to furnish to either proposed or actual investors or manufacturers direct access to chance for establishment in or removal to such locality as shall be most advantageous in every phase of consideration. In other words, manufacturers or others seeking a suitable place in which to locate and the possessors of suitable locations are brought together through the mediumship of this concern. Full information regarding it will be found in the advertisement in another column of E. DeF. Shelton, 57 Broadway, New York.

THE sales for the Beck automatic engines are reported as on the increase by the Taylor Manufacturing Co., of Chambersburg, Pa. One of the recent orders was for a 16x18-inch engine, with two 66-inch by 16-foot boilers, for the Metropolitan Street Railway Co., of Portland, Oregon, operating Sprague motors, making the second complete plant that they have sold for railway service in Portland within the last few months, and third plant that has gone to Oregon in the same time for operating the same system of electric railway motors. A large number of orders have also been recently filled in the South. Messrs. Thos. K. Carey & Bros., 26 Light street, Baltimore, are agents for these engines and boilers in Maryland, Virginia, West Virginia, North Carolina and South Carolina.

AN item of considerable cost in any factory is that of leather belts. They are usually cared for by unskilled help and wear out soon. For economic reasons a belt preservative should be used in every factory. Such an article is "the traction belt dressing and leather preservative," manufactured by the Jos. Dixon Crucible Co., Jersey City, N. J. It prevents a belt from slipping, thoroughly preserves the leather and protects the elasticity of the belt.

MR. GEO. H. BURPEE announces that he has the exclusive proprietorship throughout the United States, Canada and Mexico of Green's patent fuel economizers, manufactured by Messrs. E. Green & Son, Limited, of Manchester, Eng., for whom he has hitherto been selling agent. The "economizer" is now well-known among manufacturers, and his arrangements with the Messrs. Green will permit of filling orders with greater despatch than ever before and on terms even more favorable.

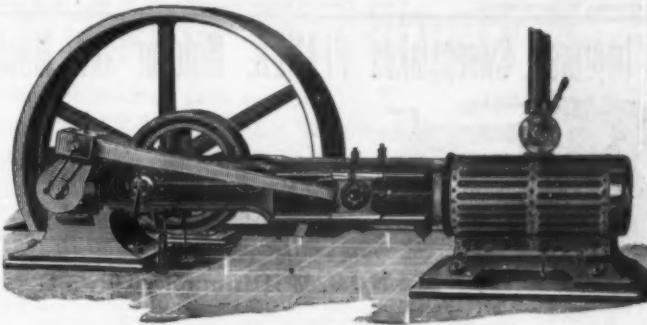
THE SHENANDOAH VALLEY OF VIRGINIA, ILLUSTRATED.—The thousands of men who visited this valley during the war should see and read this story of the valley of to-day, which is distributed by the Shenandoah Valley Railroad Co. from its general office at Roanoke, Va. The story begins with the road at Hagerstown, Md., and describes it, step by step, with frequent illustrations, particularly of Luray and its wonderful caverns, the grottos of the Shenandoah, the Natural Bridge, Buena Vista and other places, until Roanoke is reached. A map shows the route of the railway and its connections, and its relations to the surrounding country. Every Virginian will read with delight this description of the valley, long so famous for its lands, scenery and famous hospitality.

THE cover of the catalogue issued by the Columbus (Ohio) Buggy Co. well illustrates how rapidly a business can be built up in this country. In the upper left hand corner is a picture of the factory of 1875, a little wooden shanty hardly large enough to contain more than half a dozen carriages. In the lower right hand corner is a picture of the present extensive works, which include some half dozen or more large buildings, with complete shipping conveniences by rail. This company now does all the numerous grades of work required in the operation of building a buggy. It manufactures all its own metal work, and uses weather-dried instead of kiln-dried lumber. In short, its business has been reduced to a scientific and economic basis, judging by the splendid list of carriages illustrated and described in this catalogue.

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Our Improved Sweepstakes PLANER, Matcher and MoulderIs Simple, Strong and Durable. Never fails in
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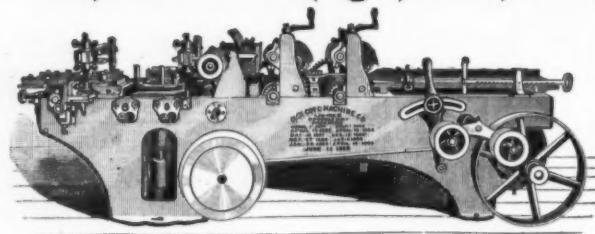
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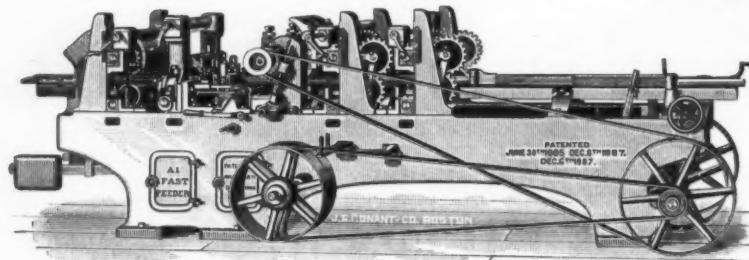
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MANUFACTURERS OF

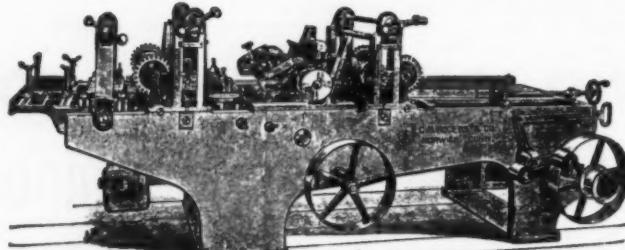
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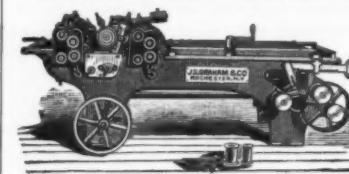
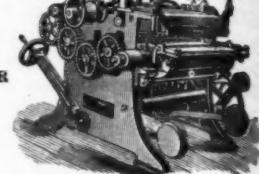
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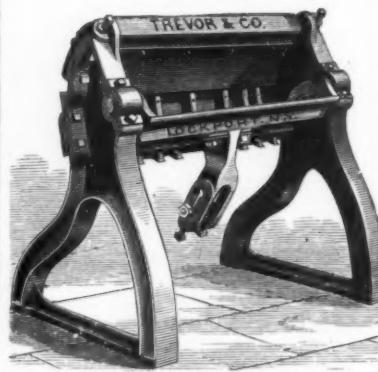
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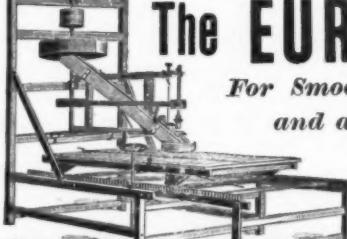
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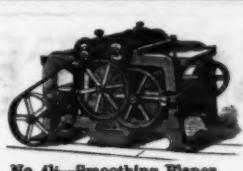
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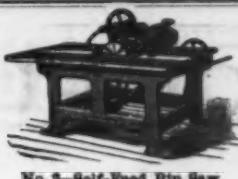
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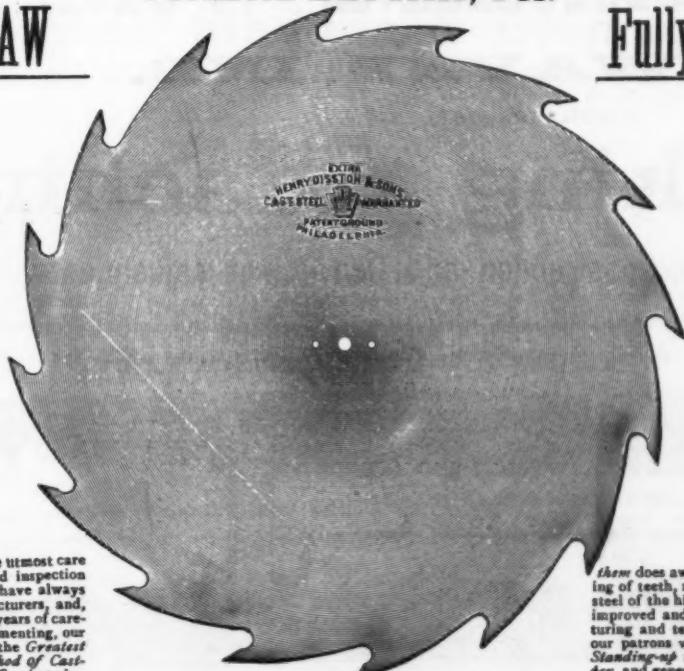
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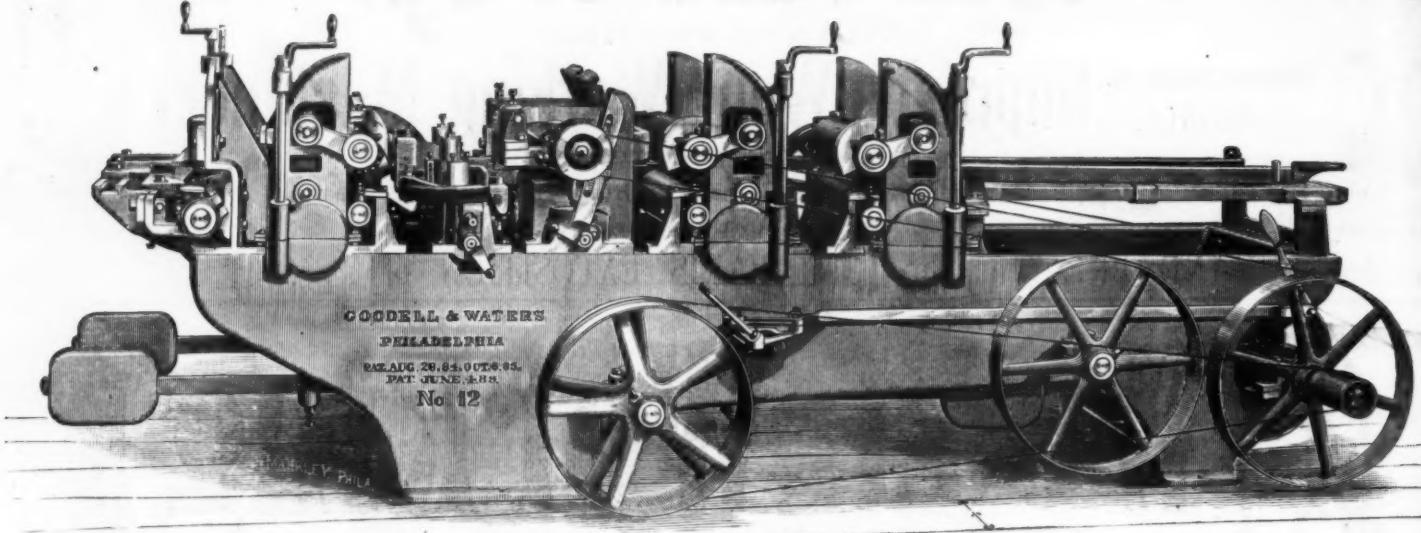
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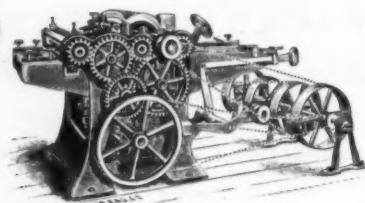
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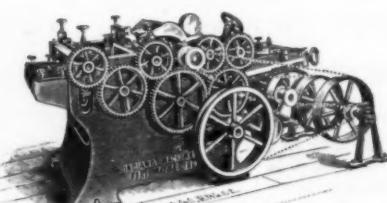
3002 Chestnut Street, Philadelphia, Pa.



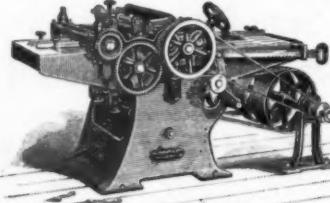
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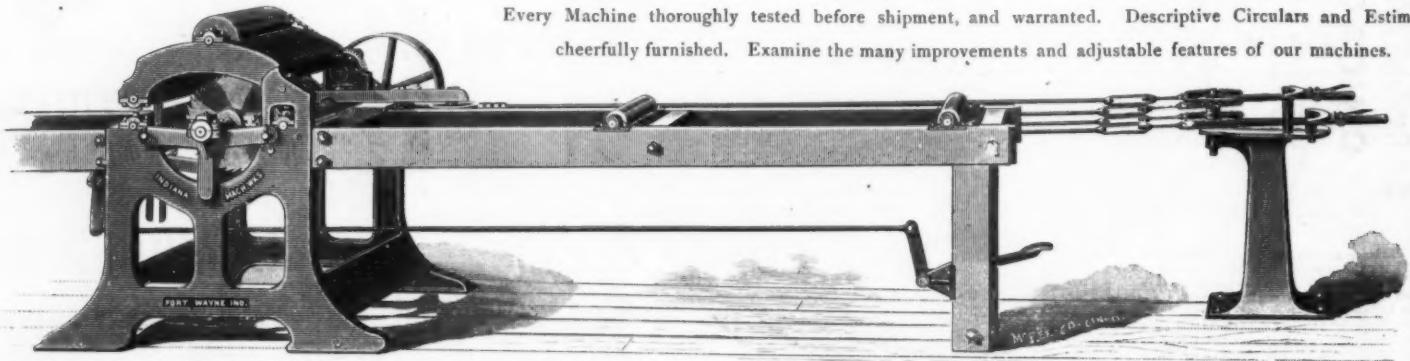
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BUILDERS OF

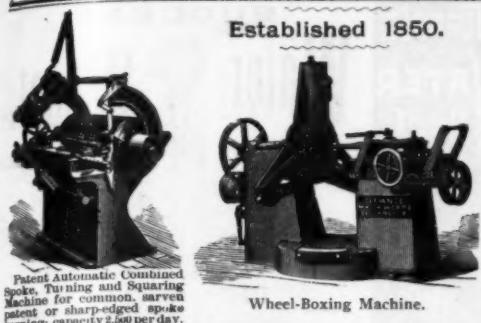
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Every Machine thoroughly tested before shipment, and warranted. Descriptive Circulars and Estimates cheerfully furnished. Examine the many improvements and adjustable features of our machines.



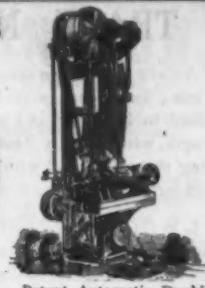
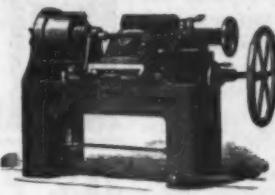
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Patent Plow-Handle Benders, Shapers, Cut-off Saw and Revolving Polishers, Hot-Form, Double and Single Bent Pole and Express Shaft Benders, Neck-Yoke, Singletree, Brush Handle Lathes and Finishing Machines. Estimates and Circulars given upon application.

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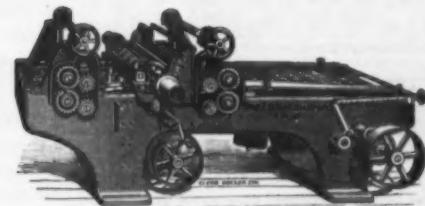
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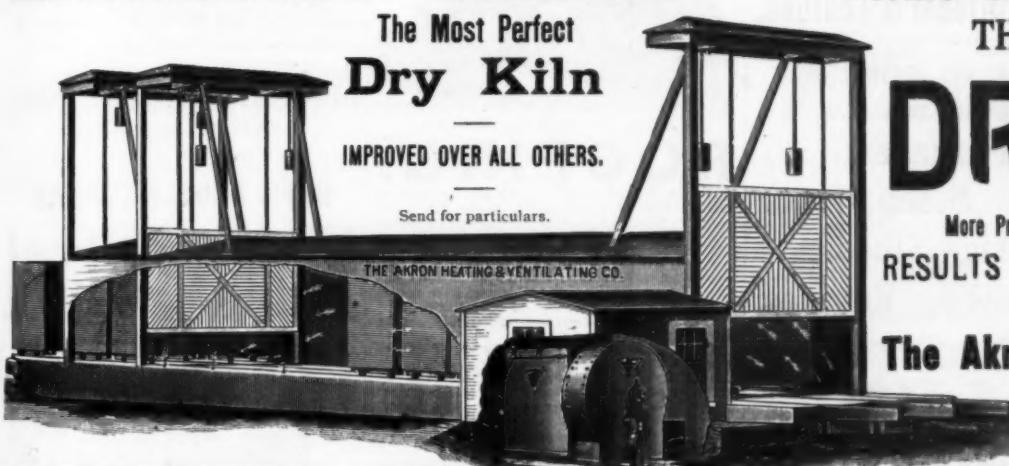


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For SOAP MAKERS and BUTCHERS' MACHINERY, ADDRESS H. Wm. Dopp & Son, Buffalo, N.Y.

TRADE NOTES.

A CAVE within two miles of Morristown, Tenn., has been recently explored and found to be a mile and a half or more in length, with a pretty stream of water running through it, and with numerous other wonderful sights.

J. W. HARRIS, of Anniston, Ala., Southern agent for the St. John "Victor" pinch-bar for moving loaded cars, informs the MANUFACTURERS' RECORD that the sales of pinch-bars are very good, indeed, and that the bar is giving satisfaction wherever used.

THE MANUFACTURERS' RECORD is informed that D. L. Cockley, of Agosta, Ohio, is in search of a location to establish his slack stave and heading plant. He desires a location near an abundance of timber, and at the same time with good shipping facilities at hand.

THE Perry Stove Manufacturing Co., of South Pittsburg, Tenn., has changed its name to the Harvest Stove Co. This company will soon issue its catalogue of new styles and patterns, and will include a full line of wrought steel ranges, in addition to a complete line of cooking stoves, ranges and heaters.

THE numerous readers of the MANUFACTURERS' RECORD seeking openings in the South will be interested to know that any legitimate and worthy industry, of whatever sort, will receive a donation of a site at Pulaski, Va., and the land and improvement company there will take stock, perhaps, to the amount of one-half the total capital.

"LUXILLA," a romance, by George E. Miller, is a very neatly paper-bound story sent out by the Magnolia Anti-Friction Metal Co., 74 Cortlandt street, New York, with compliments, to its friends and customers. It is a short but interesting fairy tale that is well worth reading. Copies can be had by sending three cents to the company to pay postage.

STATE COMMISSIONER P. M. WILSON, of Raleigh, N. C., informs the MANUFACTURERS' RECORD that he has in hand a very liberal offer to any responsible party who will establish a canning factory in the vicinity of Raleigh. The country about Raleigh is famous for its good crops of fine quality. Full information can be had upon application to Mr. Wilson.

A MOST sensible and practical screw, in these days of hurry, is the Rogers' drive screw, manufactured by the American Screw Co., Providence, R. I. This screw is so made that it can be driven home with a hammer without smashing the fibre of the wood, as it turns as it enters. It has every advantage of the common cut-thread screw, and the additional advantage of a drive-screw.

THE Meridian (Miss.) News & Publishing Co. announce that increasing business has compelled the company to seek more commodious quarters. They state that "the present ownership of the Meridian Daily and Weekly News has existed since October 5, 1886, and the management is pleased to record the fact that its policy has met the approval of the business men of that progressive city and the public generally."

IN order to accommodate their increasing business and to more readily extend their trade, F. E. Myers & Bro., of Ashland, Ohio, have leased extensive quarters in the building of the Stoddard Manufacturing Co., 91 W. Water street, Milwaukee, and Jacob Appell is made manager. An extensive line of the latest improved Gibbs imperial plows, Myers pumps and hay tools and the other products of the concern will constantly be kept in stock.



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Furnace & Steel
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Owning an extensive manufacturing plant, I can guarantee promptness in execution, and satisfaction in any contracts undertaken by me.

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Blast Furnaces, *
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We are sole manufacturers of the GORDON-WHITWELL-COWPER FIRE-BRICK HOT-BLAST STOVE, and within four years have introduced them as follows:

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Joliet Iron & Steel Co., Ill.	4
Missouri Furnace Co., Mo.	2
Jupiter Furnace Co., Mo.	3
Western Steel Co., Mo.	3
Tenn. Coal, Iron & R. R. Co., Ala.	10
Cheviot Rolling Mill Co., Ohio	4
Belmont Nail Co., W. Va.	4
Sloss Iron & Steel Co., Ala.	9
Ala. & Tenn. Coal & Iron Co., Ala.	4
Nashville Iron, Steel & Charcoal Co., Tenn.	2
Decatur Land, Iron & Furnace Co., Ala.	2
N. V. & Perry Coal & Iron Co., Ohio.	2
Princess Furnace, Va.	4
*Irondale Furnace, W. Va.	2
Cornwall Anthracite Furnaces, Pa.	4
Duluth Iron & Steel Co., Minn.	3
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Total	85

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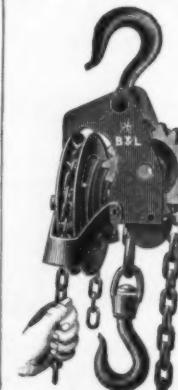
The chief merits of this hoist that we wish to bring to the public notice is that it only requires

**ONE MAN TO
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It is also far more compact, taking up less room than any other make, and will hold the load at any point.

Send for circular and prices.

Every hoist warranted.



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The important features of our recent improvements, for which patents have been allowed in this country and in Europe, are described in our new circular, which, with samples, will be sent free by mail.

Our Asbestos Roofing is now in use upon Factories, Foundries, Cotton Gins, Railroad Bridges, Cars, Steamboats, etc., in all parts of the world.

It is supplied ready for use, in rolls of 200 square feet, and weighs with Asbestos Roof Coating, ready for shipment, about 85 pounds to 100 square feet.

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There are inferior imitations of our Asbestos Roofing, purchasers are cautioned.

Samples and Descriptive Price List free by mail.

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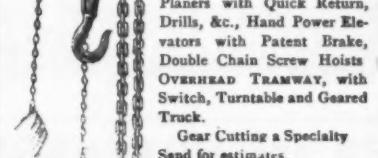
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MACHINERY,**
INCLUDING
Extension and Gap Lathes,
Planers with Quick Return,
Drills, &c., Hand Power Elevators with Patent Brake,
Double Chain Screw Hoists
OVERHEAD TRAMWAY, with
Switch, Turntable and Geared
Truck.

Gear Cutting a Specialty

Send for estimates.



This Wheel is strong and durable. Exceeded all other wheels in the great trial tests. Is in use all over the nation. I also make a specialty of **HEAVY GEARING & MACHINERY** For Paper, Cotton and Grist Mills. S. MORGAN SMITH, York, Pa.

**THE IMPROVED LANCASTER
Turbine Wheel.**

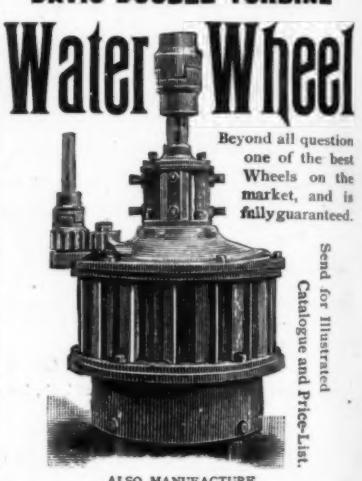


Lancaster Turbine Wheel Co. Lancaster, Pa.

**Rome Foundry & Machine Works,
ROME, GA.**

Manufacturers of the well known

**DAVIS DOUBLE TURBINE
Water Wheel**



Beyond all question one of the best Wheels on the market, and is fully guaranteed.

Send for Illustrated Catalogue and Price-List.

ALSO MANUFACTURE

Portable & Stationary Engines

AND BOILERS.

Grist and Flouring Mill Machinery.

The Balanced Gate Turbine.

PAT. SEPT. 3, 1889.

High Percentage,

Great Simplicity,

CLOSE FITTING

AND

EASY WORKING GATE

Under all Circumstances.

Sold under Full Guarantee at Low Prices.

Send for Descriptive Pamphlet.

CHRISTIANA MACHINE CO., Christiana, Pa.

Makers of all kinds of Machinery for Transmitting Power. Perfect Goods Only.

R. K. WRIGHT, JR.
Real Estate and Insurance
GRAHAM, Tazewell Co., VA.

REPRESENTING
Graham Land & Improvement
Co and Niagara Fire In-
surance Co. of N. Y.

To INVESTORS

I desire to call the attention of capitalists and others, desiring a good investment, to the excellent opportunity I now offer them for investing in some of the finest Mineral and Timber Lands in Southwest Virginia and West Virginia. These lands are located chiefly on the N. & W. R. R. via the Clinch Valley to Big Stone Gap, and on the extension via the Elk Horn to the Ohio River. I have also at my disposal, located as above, large bodies of Timber, such as Walnut, Poplar, Oak of every variety, Hickory, etc., which I will sell without the land on very favorable terms.

The poplar timber is located as follows: 6,000 trees in Pike county, Kentucky; 30,000 in Buchanan county, Virginia; 25,000 in Russell and Tazewell counties, Virginia. 70,000 of these trees are in easy access to floating waters, which will float them to Cynthiana, Ky., 25,000 are in close proximity to the Clinch Valley Division of the Norfolk & Western Railroad. This timber is of superior quality, carefully selected, and owner has a perfect title to the same, which he will guarantee.

In addition to the above I have some of the most desirable Residences and Business Lots in the new and thriving towns of **Bluefield** and **Graham**. Located at the junction of the Clinch Valley Division of the N. & W. R. R. and its various branches leading into the immense coal fields of West Virginia, they promise to be among the most important towns on the N. & W. system, and are destined to become **one town** in the near future. Correspondence respectfully solicited.

JOSEPH TYLER,
Real Estate & Insurance Agent,
BLUEFIELD, W. VA.

GEO. T. McWHORTER, Pres., Chickasaw, Ala.
JAS. M. ALLEN, Secretary, Waterloo, Ala.

Capital Stock \$200,000.

THE WATERLOO
Land, Mining & Mfg. Co.

WATERLOO, ALA.
(Lauderdale Co.)

Will encourage the location of manufacturing and industrial enterprises in the town of Waterloo by donations of town lots, mineral and timber lands, and stock of the company. Persons who contemplate engaging in enterprises of this character in North Alabama are requested to consider the advantages, present and prospective, of this point before deciding to locate elsewhere. Waterloo is situated on the north bank of the Tennessee river, below Colbert Shoals and consequently at the head of summer navigation on said river. During low-water stage light draft steamers run from Waterloo to Florence, Sheffield and other points above the shoals, freight being transferred at Waterloo. At this season goods may be shipped from St. Louis, Cincinnati, Louisville, Evansville and all Western river cities to Waterloo cheaper than any other town in Alabama (Chickasaw excepted). Waterloo is in the heart of the mineral belt, the immense beds of iron ore of Wayne and Lauderdale counties lying in close proximity (5 to 10 miles). Limestone, silica and kaolin are abundant and close. The largest area of virgin forest in North Alabama lies in sight. The Land Company owns large bodies of this, together with many valuable town lots. The water supply is abundant and pure. Scores of springs bubble up within the town limits and the limpid waters of Second Creek wash the eastern border. The health of the community is unexcelled and the cost of living cheap. This is the largest shipping point for tan bark in the State. Present price of bark at landing \$4.50 per cord. Special facilities for tanning leather. The Land Company will donate a large body of fine timber and mineral land in a block to secure the construction of a railroad, north or east from Waterloo, such a road being needed in connection with the unequalled facilities of water transportation enjoyed by the town. Liberal aid will be given to persons who will locate industries here that give employment to labor and add value to raw material.

No matter what you intend to manufacture, consult the Waterloo Land, Mining & Manufacturing Co. and learn what facilities for the prosecution of your business the place enjoys and what inducements will be offered you to come. All questions truthfully and fairly answered.

For further information consult the President, Secretary or Hon. Hiram Richardson, Vice-President, Waterloo, Ala.

TAX EXEMPTION FOR MANUFACTURERS.

An Ordinance to abate for ten years from the 1st day of July, 1889, under certain conditions, the personal taxes on mechanical tools and implements used in manufacturing within the limits of the city of Norfolk, Va.:

WHEREAS, the geographical situation of the City of Norfolk, its convenient and commodious harbor, the ample means of transportation tributary to it, the abundant supply of lumber, coal, iron, cotton and other materials easily accessible, and its other natural and acquired advantages, offer superior inducements to manufacturing and other business enterprises, and whereas the city is desirous of fully developing and utilizing these advantages and, to that end, of encouraging the investment of capital in, and the establishment of various manufacturing enterprises within its limits or immediate vicinity, therefore,

SEC. 1. Be it ordained by the Select and Common Councils that the Finance Committee of the Councils be, and it is hereby authorized and directed upon the application of any individual, firm or corporation, actually engaged in the business of manufacturing in the city of Norfolk, to abate any and all personal taxes which may be levied hereafter for any of the corporate uses thereof upon any mechanical tools or implements, whether worked by hand or by steam or other motive power, or upon any machinery, manufacturing apparatus or engines owned by such individual, firm or corporation, and actually employed and used in the business of manufacturing in said city; provided always, that such application for an abatement of taxes in any year shall be made before the annual levy is made by the Commissioner of the Revenue, and provided also that every application for such abatement shall be verified to the satisfaction of said Finance Committee by the oath of the party applying for the same or other satisfactory evidence, and provided further that no abatement or exemption shall be made under this ordinance until a manufacturing enterprise or business, in which shall be actually invested a capital of not less than \$25,000, and which is not at present established or carrying on business within the limits of the city of Norfolk, shall be established within such limits.

SEC. 3. And be it further enacted and ordained that nothing herein contained shall be construed to authorize any abatement of taxes levied upon property assessable and taxable as real estate.

SEC. 4. And be it further ordained that this abatement or exemption shall extend for the space of ten years from 1st of July, eighteen hundred and eighty-nine.

SEC. 5. This ordinance shall be in force from its passage.

Adopted as amended by the Select Council November 12, 1889.

(Signed) FRANK MORRIS,
President Select Council.

Adopted by the Common Council December 3d, 1889.

(Signed) H. HODGES,
President Common Council.
A true copy.

W. W. HUNTER,
City Treasurer.

J. A. HOOVER,
P. O. Building, MORRISTOWN, TENN.
Real Estate Agent.
Lands bought and sold on commission.

Standard Land Co.
INCORPORATED.

CATLETSBURG, KY.
Has for sale valuable Timber, Coal and Iron Ore Lands in Kentucky, West Virginia and Virginia, cheap. Write for descriptive list.

SEATTLE

The "Queen City" and Metropolis of the New State of Washington. For Illustrated Descriptive Matter write to the Leading Real Estate and Financial Brokers, Seattle.

Crawford & Conover

JOE H. BUSBEY
REAL ESTATE
— AND —

Investment Agency,

TREDECAR

(P. O. Jacksonville, Calhoun County, Ala.).

Correspondence solicited.

WILMINGTON, NORTH CAROLINA.

This pleasant and growing city invites enterprising citizens and capitalists from all parts of the civilized world.

\$150,000 Freedom from Municipal Taxation \$150,000
Splendid Opening for Men of Push and Energy.

The City of Wilmington has made an appropriation of \$150,000 for the purpose of encouraging manufacturing.

ADVANTAGES OFFERED.

Climate favors work the entire year. Labor abundant and cheap, living economical. Freight rates are low by rail to interior points. Shipping rates by steamships and vessels low to all parts of the world.

NO BETTER POINT FOR PROFITABLE INVESTMENT.
We have the raw material in abundance.

Facts About Wilmington.

A seaport city of 25,000 population. An important naval store, cotton and lumber market. Extensive shipping interests. A secure, fresh water harbor. Depth of water on bar 18 feet at mean high water; mud, r. government supervision, being continually deepened.

Excellent terminal facilities. Four railroads in operation, two in process of construction. Surrounded by attractive summer resorts. Adjacent territory especially adapted to trucking, peach growing, vineyards and rice culture. Drainage excellent.

Health and climate unsurpassed. An all-the-year-round resort—"THE LONG BRANCH OF THE SOUTH."

Excellent schools and churches of all denominations. A cordial welcome extended to all good citizens and men of push and intelligence.

Three banks, with ample banking facilities. Among the manufacturing enterprises now in operation are numbered: Cotton, Pine & Lime Fertilizer, Wool Working and Ice Factories, Rice, Flour and Planing Mills, Foundry, Machine Shop, Gas, Electric Light Plants, Cotton Compress, Crosscut Lumber, Car and Water Works.

We invite all to come and see, and on the spot to judge for themselves. Wilmington offers excellent hotel accommodations, and a committee of its Chamber of Industry will extend to strangers seeking home and investment cordial greeting and attention.

Persons who may desire fuller information can obtain it by addressing

The Chamber of Industry, Wilmington, N. C.

ICE MACHINE PAINT.

Made expressly for use on all surfaces of either wood or metal coming in contact with water, acids, ammonia, heat or cold. A DURABLE PAINT AT REASONABLE COST.

METALLIC PAINT for Roofs, Barns, Fences and all Exposed Surfaces.

Write for circulars and prices. Manufactured only by

A. F. BOUTON & CO., 118 Gansevoort St., N. Y.



GRAHAM VISE WRENCH

— WARRANTED —

NOT TO CRUSH OR SPLIT PIPE.

INSTANTANEOUS ADJUSTMENT.

GRIP UNQUALLED.

CHEAPEST, STRONGEST, SIMPLEST

AND BEST PIPE WRENCH MADE.

Graham Vise Wrench Co., Buffalo, N. Y.

JOHN BECKER MFG. CO.
Die-Sinkers, Engravers and Machinists

ALSO

BRASS FOUNDERS

AND MANUFACTURERS OF

SPECIAL TOOLS AND MACHINERY OF ALL KINDS.

Dies and Punches, Soap Moulds, Book Stamps and Dies.

Typewriting Machines, Routing and Milling Machines, Electrical Work.

Becker's Elliptograph, Model Making, Pattern Name Plates.

Nickel Plating and Bronzing. 157 PEARL STREET, BOSTON.

WIER & WILSON,

DIRECT REPRESENTATIVES:

HUBBARD & CO., Axes, Shovels, Hoes and Saws.

AMERICAN SCREW COMPANY, Screws, Bolts, Wire Nails, &c.

A. FIELD & SONS, Tacks and Nails.

WHEELING HINGE COMPANY, Wrought Goods, Butts, &c.

L. D. FROST & SONS, Philadelphia Carriage Bolts.

JOHN SOMMERS' SON, Faucets.

NICHOLSON FILE CO., Files.

HARTFORD HAMMER CO., Hammers and Sledges.

THE HENRY C. HART MFG. CO., Screen Frames, Spring Hinges, &c.

SHEBLE & KLEMM, Forks.

HOLROYD & CO., Stocks and Dies.

CLARK BROS. & CO., Bolts, Nuts, etc.

BRANFORD LOCK WORKS.

WHITE MOUNTAIN FREEZER CO.

BLAIR MFG. CO., New, Easy and Bay State Lawn Mowers.

WINCHESTER HANDLE CO., Fork, Shovel, Hoe Handles.

SAMSON CORDAGE WORKS, Braided Sash Cord, etc.

OLD DOMINION IRON & NAIL WORKS CO.

Walker's Horse and Mule Shoes.

PLUME & ATWOOD MFG. CO., Copper Rivets, Jack Chains, Lamps, etc.

JOHN C. SCHMIDT & CO., Trace & Coil Chain.

EXCELSIOR HOOF & BACK BAND CO.

NEW SCOTT MFG. CO., Fruit Parers, etc.

KLINE, LOGAN & CO., Picks, Mattocks, etc.

RIVER FOUNDRY CO., Lull & Porter Hinges, Pulleys, etc.

OFFICE—No. 14 W, German St., BALTIMORE, MD.

OXFORD, N. C.

The Capital of Granville County. Situated on three railroads, to which a fourth is in process of construction.

THE COSMOPOLITAN TOWN OF THE SOUTH

Invites immigration to her hospitable borders.

A family living in Oxford educates boys and girls at home and never flees to the mountains or coast in summer to escape malaria, thus saving thousands to the head of the family.

Mark well its points.

POINTS.—It was founded in 1770 by Jesse Benton, father of Hon. Thomas H. Benton, yet it is the newest town in the State, having twice doubled its population in past 10 years.

EDUCATIONAL.—It has a large military school and two excellent female colleges, one daily and three weekly papers.

FINANCIAL.—Its taxable property is about \$2,000,000, its population 4,000. It has opera and market house, two excellent banks with ample capital.

INDUSTRIAL.—It sells eight million pounds of tobacco a year in five mammoth brick warehouses; has four extensive tobacco factories, forty or more leaf factories, two iron foundries, three carriage factories, sash and blind factory, electric-light plant, four hotels, a broom factory, steam flouring mill, cigar factory. The noted Kimball Tobacco Company, of Rochester, N. Y., after surveying the whole tobacco field, selected Oxford as a spot to locate its North Carolina business, and are about to erect a third mammoth building.

RELIGIOUS.—Four churches in its midst. **CHARITABLE.**—It boasts of the Oxford Orphan Asylum, two hundred and fifty children well cared for; also lodges of Odd Fellows and Masons.

CLIMATE.—It furnishes that equable climate that delights denizens of the North. Annually hundreds come to kill quail in its adjacent fields, or seek health from its pure hilly air and mountain water. It has no chills and fever, no malaria no epidemics.

ITS BACK COUNTRY AND FUTURE.—Minerals in great richness and abundance fill the soil of Granville. Copper, iron, gold and silver abound. Capitalists from New York and Pennsylvania and elsewhere are working the mines to great advantage. Its farmers make that smooth, bright, waxy tobacco that only the generous soil of Granville vouchsafes to man—tobacco that improves, like old wine, with age, and is shipped with impunity through the humidity incident to an ocean voyage; and that caused Count Bunsen to exclaim that Granville county tobacco was "the finest on earth, free of nicotine." These tobaccos are the highest priced to be found anywhere, bringing often \$1.00 per pound in the leaf. Nestled in the hills of Granville, a very Arcadia, and ideal home among people busy, yet having hearts, awaiting with open arms the coming citizen. Riots are unknown, and there are no race problems to solve.

ACCESSIBILITY.—Oxford is only two hours from Raleigh, four hours from Richmond, Va., and five hours from Norfolk, Va. For further information address the Secretary of the Commonwealth Club, Oxford, N. C.

CAMDEN,

The Capital of Kershaw County, South Carolina.

This ancient and historic town is noted for its dry atmosphere, pure water, beautiful scenery, healthful climate and refined society.

It is the center of a rich agricultural country, which contains great natural resources. Hardwoods of many species are abundant, and great forests of long leaf pine, which impregnate the air with terebinthine odors. Several good hotels entertain travelers, and two are carefully conducted for the especial comfort of northern health and pleasure seekers.

Manufacturing of all kinds can be done here advantageously. Two railroads, the South Carolina and the Charleston, Cincinnati & Chicago, furnish transportation to all parts of the country. Two telegraph lines, the Postal and the Western Union, have offices here.

Churches and schools are numerous and well sustained.

A cotton mill company has been organized, and the first installment of twenty per cent. has been called in.

Land is cheap. The climate is salubrious, and subject to no extremes during the year.

Camden invites capitalists, manufacturers, pleasure and health seekers and sportsmen to visit the city and examine the advantages it offers to all.

All inquiries will be promptly answered by the undersigned, official representative of the intendant and warders.

DR. JOHN W. CORBETT

Or the President of the Board of Trade.

REAL ESTATE FOR Investment or Speculation.

One of the Most Solid and Substantial of all the Southern Towns is

BRISTOL, TENN.

It is in the center of the richest mineral, timber and agricultural sections of the South—East Tennessee and Southwest Virginia.

It is becoming an important railroad center.

It has now a population of 10,000, which is increasing every day.

It has in the HOTEL FAIRMOUNT one of the handsomest and most thoroughly equipped hotels in the South.

It has in operation car shops, planing mills, foundries, woolen factory, cotton factory, carriage factory, veneer factory, cannery, planing mills, brick-yards, &c. An iron furnace to cost \$300,000 has been contracted for.

The climate of Bristol makes it a natural sanitarium the year round.

There is no better place in the South for profitable real estate operations.

Some of the best business, residence and suburban property in the town is controlled by

W. A. R. ROBERTSON,

Real Estate Agent.

Write to him for details. He is giving particular attention now to two or three special things that will pay big profits on short turn.

Southern Railway Construction Co.

\$500,000.

Organized for the especial purpose of negotiating Southern Railway Bonds and General Securities, and the building of Railroads, Water Plants and other Public Works. Offices: New York, 57 Broadway; Chattanooga, Tenn., Richardson Building; Louisville, Ky., 227 Fifth Street.

GENERAL OFFICE, CHATTANOOGA, TENN.
Gov. John B. Gordon, Georgia, President; Chas. O. Beede, Lynn, Mass., 2d Vice-President; Chas. A. Brooks, New York, 1st Vice-President; Roland C. Cook, Chattanooga, Tenn., Secretary and Treasurer; Chas. E. Danforth, New York, General Manager.

Mineral Lands & Town Lots. HUDSON & HAZARD, BRIDGEPORT, ALA.

Have for sale valuable Mineral Lands, both in Tennessee and Alabama. **TOWN LOTS IN BRIDGEPORT** now offered at private sale at prices which are liable to be doubled when the great public sale of May 6th occurs. Address

HUDSON & HAZARD, Bridgeport, Ala.

JOHN C. FIELD, REAL ESTATE.

Town Lots, and Suburban Property.

BLUFFTON, ALA., and TREDEGAR [P. O. Jacksonville], ALA.

E. DeF. SHELTON, Representing CITIES AND TOWNS in the Locating of Manufacturing Enterprises.

We represent a limited number of cities and towns throughout the country, varied in their facilities, and with unusual advantages for manufacturing in all branches, and offering liberal inducements for the location of manufacturing industries. Investigate before you start or relocate your factories.

E. DeF. SHELTON,

57 BROADWAY, NEW YORK.

No Charge for Information Furnished the Manufacturer by this Agency.

THIRD SALE OF SCHOOL LOTS BELONGING TO THE CITY OF FORT SMITH, ARKANSAS, Will Take Place MAY 1st, 1890,

At which time over 200 of the Choicest Residence and Business Lots will be sold to the highest bidder for cash.

In 1883 Congress donated to the City of Fort Smith for the use and benefit of her Public Schools, the old Military Reservation in said city, which reservation was laid off into 1,200 Lots, 50x140 feet each, which are valued at \$1,000,000, for a permanent school fund for the City of Fort Smith. About 500 of said lots have been sold, and improvements amounting to over \$1,000,000 have been placed on them. The lots to be sold are in the heart of the city, and are supplied with gas, water, sewer and street car privileges. This is a splendid opportunity for persons wishing to make profitable investments.

This sale, under the Act of Congress above referred to, must be made for cash. But parties desiring can secure a loan of 50 per cent. of the amount paid for any lot at 8 per cent. interest, secured by mortgage on the lot.

Fort Smith, Arkansas, is a city of 20,000 population, as compared with 3,000 in 1880. Fort Smith is the geographical as well as the commercial center of the greatest coal field in America, Pennsylvania not excepted. Fort Smith is the gateway to and the supply point for the great Indian Territory. Fort Smith is the great railway center of the Southwest. Fort Smith has the best public free schools and the richest school district (population considered) in the United States.

Do not fail to be present at the great sale, which is made by order of and under the supervision of the Mayor and City Council. For a list of the lots to be sold, or any information regarding the same, in regard to Fort Smith and its surroundings, Address **HON. DANIEL BAKER, Mayor, OR BEN. T. DUVAL, J. B. FORRESTER, T. W. M. BOONE, Committee in charge of Sale, OR THE CHAMBER OF COMMERCE, Fort Smith, Arkansas.**

HOTEL LUCERNE

J. HARRY CHAPMAN, Proprietor, Maj. J. P. LONGLEY, General Manager.

SALEM, VA.

SPECIAL ATTENTION PAID TO TRANSIENT GUESTS.

ACCOMMODATIONS FIRST-CLASS.

Fine Sample Rooms for Drummers.

Rates Reasonable.

Mineral Lands, City Lots,

GRASS, GRAIN AND FRUIT FARMS FOR SALE.

ADDRESS

F. J. CHAPMAN, - - Salem, Va.

NEW DECATUR,

ALABAMA.

The New Industrial City of the Great Tennessee Valley.

The Decatur Land, Improvement & Furnace Company, for the purpose of attracting the attention of people abroad to the unrivalled advantages of New Decatur as a place for investment and for the location of industrial enterprises, and in order to stimulate its growth and progress will hold an

* AUCTION SALE *

The company have published a beautifully-printed and illustrated book of 63 pages, entitled:

"ON THE BANKS OF THE TENNESSEE,"

containing a map, 22 "phototype" views of New Decatur and 100 questions briefly but fully answered, giving all necessary information about Northern Alabama, the Tennessee Valley and New Decatur, with a description of the numerous and varied industries already established in New Decatur, a copy of which book will be sent free upon application.

Choice Business and Residence Lots

On Monday and Tuesday, May 19 and 20, 1890.

The lots selected being scattered through the four additions already laid out, comprising part of the town of New Decatur. Arrangements are being made with the Louisville & Nashville Railroad and with the Memphis & Charleston Railroad (East Tennessee, Virginia & Georgia Railway System) for

CHEAP RAILWAY FARES TO NEW DECATUR AND RETURN

on the lines of said railways and their connections, the particulars of which will be announced at an early date. The Board of Directors of the Land Company, in furtherance of the objects of this sale as stated above, will set aside

One-Half of the Proceeds of the Sale

and expend the same from time to time in improvements, in promoting and fostering industries of all kinds and in such other ways as may be expedient and advisable for the purpose of developing the town.

Visitors attending the sale will see in full operation:
A 70-ton Charcoal Iron Blast Furnace.

The shops of the Louisville & Nashville Railroad, covering 50 acres.

The shops of the United States Rolling Stock Company, covering 50 acres.

The Decatur Car Wheel Works, turning out 150 car wheels daily.

Charcoal & Chemical Works, capacity 50,000 cords of wood per annum.

The American Oak Extract Works, making tanning extract.

Besides one of the largest steam Cotton Compresses in the South, large saw mills, lumber yards, planing mills, sash, door and blind factories, metal cornice and roofing works, steam fitting and plumbing works, brickyards, an ice factory, gas and electric-light plants, water works (with 30 miles of pipes already laid), five miles of street railway, a \$20,000 brick schoolhouse, a system of manufacturers' railway switch-tracks and

"THE TAVERN,"

THE FINEST HOTEL IN ALABAMA.

THE DECATUR LAND, IMPROVEMENT & FURNACE CO.

NEW DECATUR, ALA.

GLASGOW,

—VIRGINIA.

The Grandest Enterprise of the New South.

THE LOCATION

is naturally fine and adapted to the construction of a large city.

THE CLIMATE

guarantees immunity against epidemics.

WATER-POWER

is practically unlimited.

IRON ORE

in abundance and of fine quality.

LIMESTONE

near at hand and plentiful.

CEMENT

extensive deposits of good quality.

GLASS SANDS

in large quantities and of high grade.

TIMBER

of various kinds and abundant.

FUEL SUPPLY

Pocahontas and New River Coke in convenient proximity.

TRANSPORTATION FACILITIES

Two trunk lines—Norfolk & Western, with its Shenandoah Valley Railroad connection, and the Chesapeake & Ohio—giving direct communication with fields of finest Coaking and Steam Coals in the country, with deep water transportation with Norfolk & Newport News, with the West via Cincinnati.

THE PITTSBURG & VIRGINIA R. R.

to be built in the near future will go through the Blue Ridge mountains at this point.

FACILITIES FOR MANUFACTURING

unexcelled by those offered by any locality in the South.

ADDRESS

ROCKBRIDGE COMPANY,

Ex-Gov. FITZHUGH LEE,

Hon. WM. A. ANDERSON,

M. M. MARTIN,

President.

Vice-President.

General Manager.

~~~ SALE OF LOTS ~~~

North Chattanooga,

April 30th, May 1st and 2nd.

The property of the

Chattanooga Land, Coal, Iron & R.R. Co.

to be sold at this sale is just across the river, on North side of Chattanooga, a city of 60,000 population, and growing at the rate of 8,000 a year.

Without a bridge or any transfer facilities except ferry boats, North Chattanooga has grown from 300 to about 3,000 population in the past three years. With the convenience of the free county bridge and several street car lines now being built to connect the North side with the city, together with the railroad bridge, the two railroads and belt railroad, all of which will soon be built, this beautiful property will be so near and convenient of access that it will fill up quickly with population, manufacturing and commercial business, and soon embrace a large and important portion of the city.

A fine steel bridge is now being constructed by the county to span the river and connect this property directly with the city, which will make it the nearest, most convenient and desirable addition to the city.

Several street car lines are being built to connect with the city lines and traverse the North Side property by most convenient routes for residents, which will make North Side nearer and much more convenient than many of the populous sections of the city.

Both the Chattanooga Western and the Memphis & Charleston Railroads will be built through North Side; a belt railroad will also be constructed through North Side and along the river.

Three main highways traverse North Side, and will enter the city by the bridge, thus insuring full benefit of the travel and traffic from the country lying north, which will add materially to North Side mercantile business and prosperity.

A railroad bridge over the river will be constructed for the Memphis & Charleston and the Chattanooga Western Railroads.

A large force is at work on the streets, which will be graded and put in good condition by the company. The soil is gravelly, and does not get muddy. Material is abundant for macadam, and the streets will be good. Fine drives traverse the property and surrounding country.

The property to be sold is pretty and desirable. It is high, well drained, mostly well shaded, commands fine views of the river, the city, the mountains, ridges and all the beautiful environs of Chattanooga, and affords lovely sites for homes, excellent business locations and first-class grounds for manufacturing plants, with both river and railroad facilities.

Electric Lights, Water and Gas Works and Telephone Service

will all be supplied as early as possible.

The Company owns 21,000 acres of valuable property in and contiguous to Chattanooga, including the North Side residence, business and manufacturing property, 13,000 acres of coal, a large area of timber, iron, building stone and other minerals, with a deep water river front of eleven (11) miles.

The Company owns 8,000 acres on Walden's Ridge, near Daisy, and also 5,000 acres embracing the beautiful and famous Signal Point, which is noted for the grandeur and scenic beauty of its comprehensive views, and its unsurpassed advantages as a health resort.

New England and English capitalists have taken over \$6,000,000 of the Chattanooga Land, Coal, Iron & Railroad Company's stock.

The capital is in hand, and its expenditure will be judicious but liberal until the plans and purposes of the Company are fully accomplished.

The Company has set apart 1,000 acres of land to be donated as sites for manufacturing enterprises, and a fund of \$150,000 will be apportioned and subscribed for the stock of meritorious manufacturing enterprises.

A Guarantee of \$2,000,000 in Improvements.

The Chattanooga Land, Coal, Iron & Railroad Company guarantees the location on its lands of various enterprises, aggregating a capitalization of Two Million Dollars within five years from date of this sale, and it is confidently believed that the same will be done in half that time.

ANOTHER GUARANTEE.

The Company also guarantees the construction of a railroad bridge across the Tennessee River, over which to operate the Chattanooga Western Railroad to Walden's Ridge, and around and through the Company's property, as well as the railroads entering the city. Thus it will be seen that including the guaranteed improvements on the Company's property, together with the \$400,000 railroad bridge, the railroads, street car lines, &c., the total expenditures will fully reach three million dollars, and this fine property to be sold will be directly and indirectly vastly benefited and enhanced thereby.

SPECIAL RAILROAD RATES

will be arranged on railroads leading to Chattanooga, and as many others as possible. Apply to Depot Agents for information as to schedules and rates. It is advisable to come in time to look over and become familiar with the lots as the sale may be conducted under a tent or shelter.

NO POSTPONEMENT ON ACCOUNT OF WEATHER.

TERMS OF SALE: ONE-FOURTH CASH, remainder one, two and three years with interest at 6 per cent., payable semi-annually.

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Western Maryland Railroad Company.

OFFICE OF
PRESIDENT AND GENERAL MANAGER.
BALTIMORE, April 14, 1890.

To the Honorable the Mayor
and City Council of Baltimore:

Your attention is respectfully called to the accompanying copy of an Act of Assembly recently passed, Chapter 128 of the Session of 1890, also to a proposed ordinance based thereon, which is herewith submitted for your consideration and action.

By reference to the Act of Assembly it will be seen that the Western Maryland Tidewater Railroad Co., which was chartered to construct a line from Howardville down the Powder Mill Branch to Wethersfield, and thence by the valley of Gwynn's Falls to tidewater in South Baltimore, has had its powers enlarged so as to also authorize the construction of a line through the city to tidewater upon the north side of the Patapsco river by the valley of Jones' Falls; or, to state the matter more definitely, it is proposed under this authority to construct and operate a railroad from a point near Arlington Station, on the main line of the Western Maryland Railroad, along the northern boundary of the city to a crossing of Jones' Falls and the Northern Central Railway, about one-half mile north of Woodberry; thence along the valley of Jones' Falls, via Woodberry and Mt. Vernon Cotton Mills, to an overhead crossing of the Maryland Central Railway, near the mouth of Stony Run; thence continuing upon the east side of Jones' Falls and the Falls road through the stone quarries to a second overhead crossing of the Maryland Central Railway, and to a crossing to the west side of Jones' Falls at a point about 1,000 feet north of North avenue; thence along the west side of Jones' Falls, parallel with the Northern Central Railway, to a third crossing of Jones' Falls under North avenue bridge; thence along the Falls road to an undergrade crossing of Maryland avenue, substituting for the Falls road a new road to an intersection with an extension of Townsend street west of Maryland avenue; thence to crossings under Charles, St. Paul and Calvert streets, and Guilford avenue north of the north abutments of the street bridges over the tracks of the Northern Central Railway; thence curving to the right to the bed of Barclay street, (not opened); thence by the line of Barclay street (not opened) across Jones' Falls and east of the Northern Central engine-house to a crossing under Preston street west of the Falls bridge; thence across Jones' Falls and under Biddle and Chase streets and the intervening bed of Barclay street by a covered way to the south side of Chase street; thence by the line of Barclay street (not opened) to a crossing under Eager street; thence along the south side of Buren street, parallel with the Jail wall, to a connection with the tracks of the Western Maryland Railroad, near East Madison street; thence by said tracks along Buren street to a point east of Monument street; thence, deflecting from the tracks of the Western Maryland Railroad by a curve to the right, to the east bank of Jones' Falls at Centre street; thence southwardly by the line of the Falls to Canton avenue, all intervening streets between Centre street and Eastern avenue to be crossed overhead; thence curving to the left into Aliceanna street; thence eastwardly on Aliceanna street to Boston street; thence eastwardly on Boston street to the eastern city limit, near Clinton street; thence eastwardly to First avenue, Canton, and by First avenue to a point between Sixth and Seventh streets; thence curving to the right and crossing the tracks of the Baltimore & Ohio Railroad and the Union Railroad near the point of crossing of those roads in the vicinity of Ninth street and Second avenue; thence southeastwardly, passing between the tracks of the Union Railroad and the Baltimore & Ohio Railroad Co., to the vicinity of Twelfth street and Fourth avenue; thence southwardly and eastwardly, by a line parallel with the tracks of the Union Railroad Co., to a connection with the Baltimore & Sparrow's Point Railroad at Colgate Creek.

About a year ago the company obtained authority to construct the portion of the south-side line between Five Mills and a terminus on Light street south of the Basin. As the choice at that time seemed to be between a tidewater terminus upon the south side and one at Canton, and as the south-side line combined the advantage of reaching a convenient point for the local passenger and freight business in the center of the city, there could be no question as to relative merit, hence the decision in favor of the south side. In view of the fact, however, that even the south-side line

could not be relied upon to make a material diversion of the passenger business from the tunnel line to such stations as Pennsylvania Avenue, Union and Hillen, it was felt that the independent terminal problem of the company had not been fully solved, but upon the announcement of the Howard Street tunnel project, by which communication with the entire railroad system would be rendered practicable in the Jones's Falls valley, there was no longer a doubt as to the proper course to be pursued by this company, and immediate and successful application was made to the Legislature for authority to construct the north-side line above described.

By this line the Western Maryland Co., which controls the entire stock of the Tidewater Co., while being made entirely independent of every other railroad interest, will be placed in the best possible position to work harmoniously and advantageously with all. Not only this, but with a passenger station between Charles street and Maryland avenue, convenient to the car lines of both, with stations upon the Elevated Road at Gay and Baltimore streets, with Hillen Station and an additional central point for local freight, with access to tidewater and business establishments upon the entire north side, together with an independent connection with the works of the Pennsylvania Steel Co., its business facilities will be unsurpassed. By the north-side line, the proposed Baltimore Street Station will be about four miles nearer the common point, Arlington, than the south-side terminus would have been, the north-side line being even a mile shorter than the present tunnel route. For the accommodation of the western section of the city, an annex train service will be maintained between Fulton and Arlington Stations, while the construction of the inexpensive portion of the south-side line, it is believed, will still be justified on account of the important and growing business interests and extensive water fronts that will thus be made accessible. With the north-side line, the company should be able to perform a most satisfactory rapid transit service between Woodberry and its Baltimore Street Station, and as the use of the tunnel in hot weather has been a great drawback to the development of suburban business, its avoidance is expected to give a great impetus to such business—even the prospect of a change having already caused marked activity in real estate and building improvement. It is believed that the utilization of Jones' Falls for the route of the Elevated Railroad will prove a most satisfactory way of turning to useful account something which heretofore has been worse than useless. In constructing the Elevated Road, it is proposed to erect vertical columns upon the Falls walls at intervals of about 50 feet; upon these will rest girders extending across the Falls, which in turn will support a system of longitudinal girders upon which the tracks will be laid. As the columns will be of such height as to afford the necessary clearance over the street bridges across the Falls for the highest vehicles, such as hay and barrel wagons, no obstruction can result either to travel upon the streets or to the flow of water in the channel. The Elevated Road proper will extend from Bath street to Pratt street, and vary in height from 30 to 35 feet above the surface of the water. The intermediate streets crossed will be Hillen, Gay, Douglas, (when opened), Fayette, Baltimore and Lombard.

The ascent is made from Centre to Bath streets, which is facilitated by the greater height of Centre street above the water than Bath, while the descent, which is made from Pratt street to Eastern avenue, is facilitated by the long space between the Falls crossings of these streets. The stations upon the Elevated Railroad would not be over the street bridges, but over the bed of the Falls, above or below the bridges. The proposed change in the Falls road between North and Maryland avenues will not only afford an easy grade, but while nearly as direct for travel using Maryland avenue south of the present junction, it will be more direct for that north; also, for that to Union Station and to all streets east of Maryland avenue and north of the Falls. The proposed reduction in width of Buren street in front of the Jail will have no injurious effect upon the travel of that street. Neither side of the street is built up; the travel is very light, exclusively confined to the east side of the street, and uses less than half the width which will still remain for such use.

In regard to the surface line in East Baltimore, it will be on a parity with the lines of all other roads in that section, which, with little exception, is a business quarter, or one in which it is necessary to have the tracks where they can be gotten

at for business purposes. With the low speed which would there be employed, favorable conditions for safety would be maintained.

Both Aliceanna and Boston streets are wide avenues, measuring seventy feet between building lines.

As the company desires to put on foot several other enterprises for enlarging its field of operations, and which will have the effect of transforming its present system of local roads into several important through lines, and as it is proposed to do the financing for all in the name of the Tidewater Company, it is highly important that this matter should receive your earliest possible attention, as an adjournment without action would delay the operations for an entire season.

So far the Western Maryland Railroad stops short of every important source of traffic, but a step in either of several directions will have a marked influence, and there is no reason for not taking several such steps simultaneously and at once.

Owing to the necessity of dealing with so much minute detail, the ordinance is a long one, but with its particularity of detail and the double safeguards incident to the common ownership and control of the Railroad, the bed of the Falls and the beds of the streets, and the all-pervading provision that each and every feature of the work must be approved by or done under the direct supervision of the proper city authority, would appear to prepare the way for short cuts by your honorable body.

The matter has been fully considered by and received the unqualified indorsement of such bodies as the Board of Trade, Merchants' and Manufacturers' Association, East Baltimore Business Men's Association, Old Town Merchants' and Manufacturers' Association, Citizens' Association of North Baltimore, the General Assembly of Maryland and the press and public as far as heard from.

While no financial aid is asked of the City, it is believed, on the other hand, that the success of the company's enterprises cannot fail to bring relief from obligations already assumed on account of the company.

While the \$80,000 per year now paid for use of the tracks of other roads in the city represents the interest upon a sum considerably in excess of the cost of the Tide-water Road, the ownership of its facilities will prevent a proportionate growth of this tax with any increase of business, and will also enable the company, by entire freedom of action, to suit its policy to its own business requirements. When it is further considered that the five and six percent securities heretofore issued in connection with new enterprises put on foot by the company are now commanding a premium of five and thirty per cent., respectively, while such enterprises are of minor importance, but must be greatly enhanced by the projects in contemplation, the expectation that the necessary capital for these operations also, can be readily commanded, would seem to be a reasonable one.

Bespeaking again your prompt and favorable consideration, we have the honor to be, very respectfully,

E. G. HIPSLEY,
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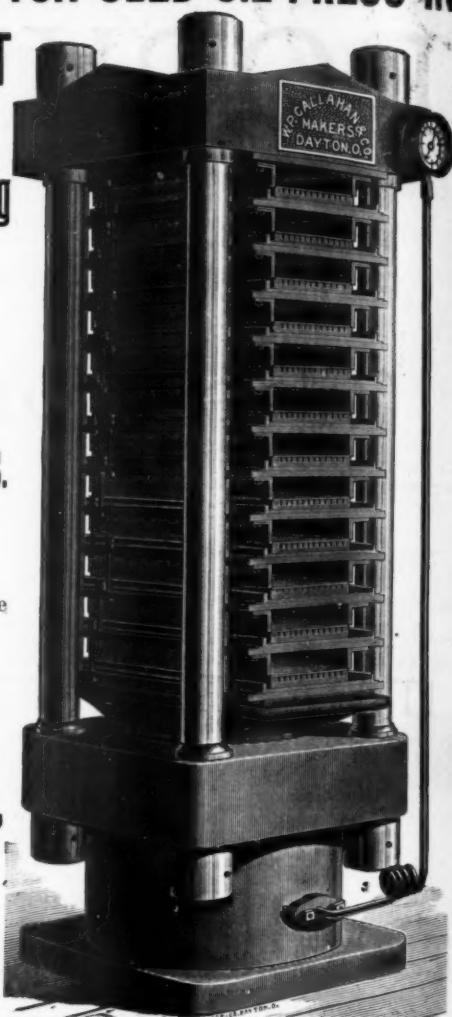
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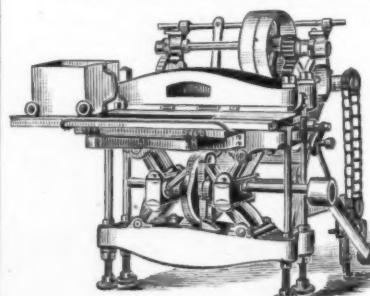
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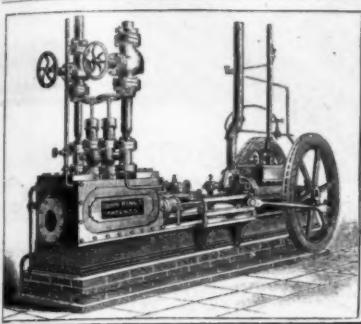
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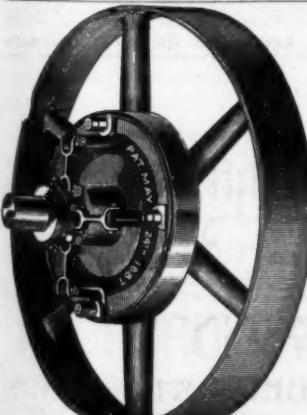
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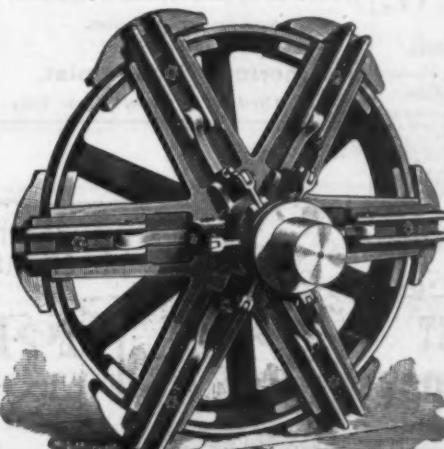
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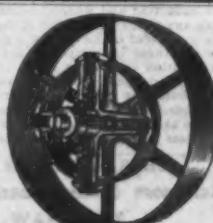
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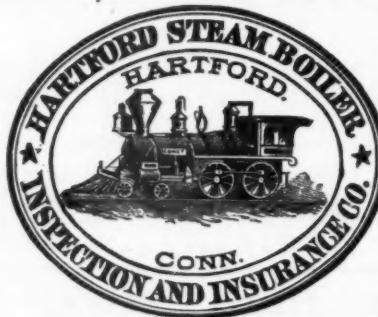
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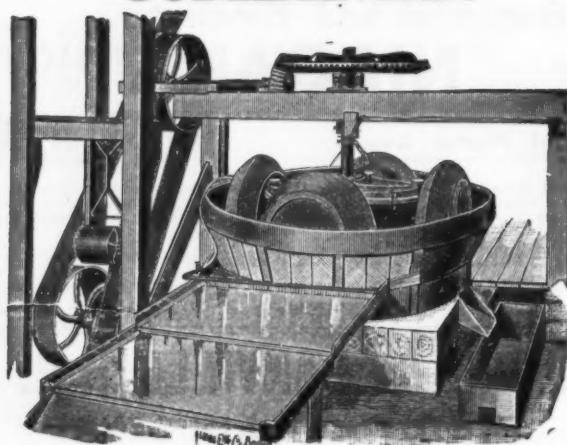
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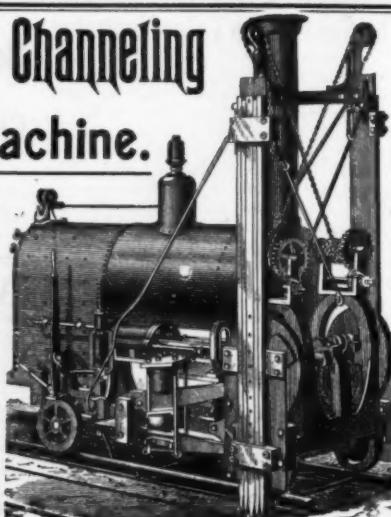
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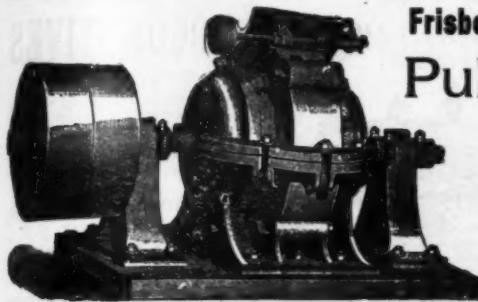
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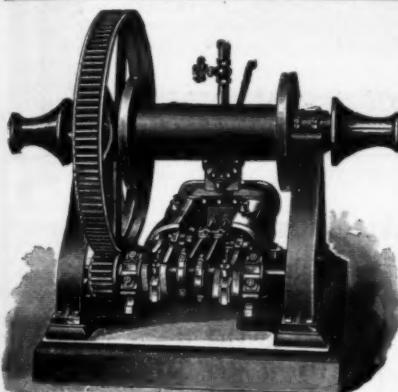


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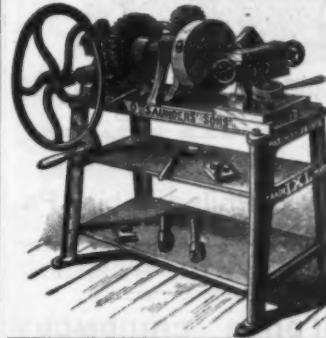
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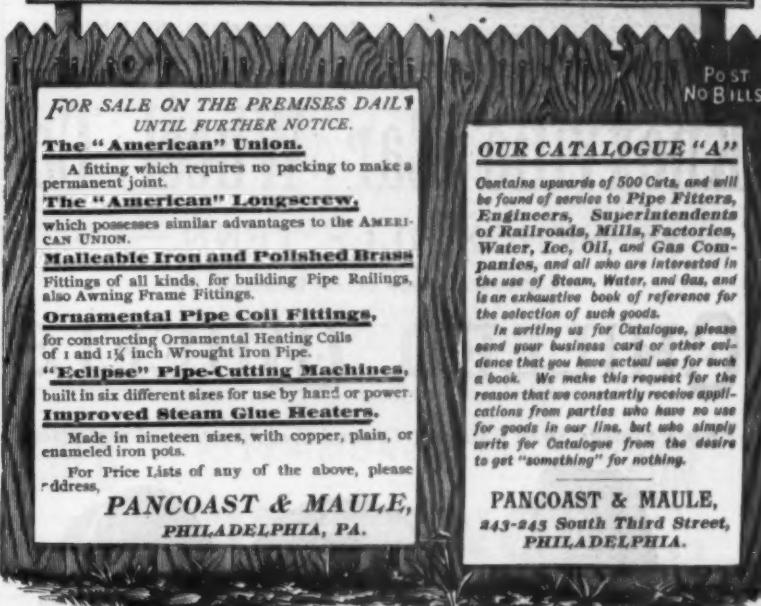
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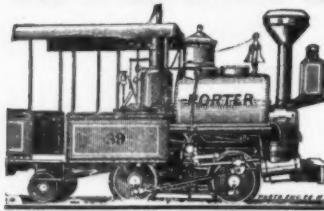
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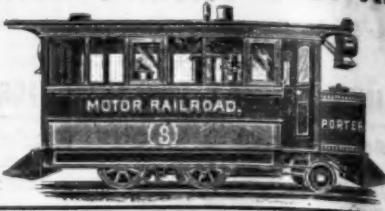
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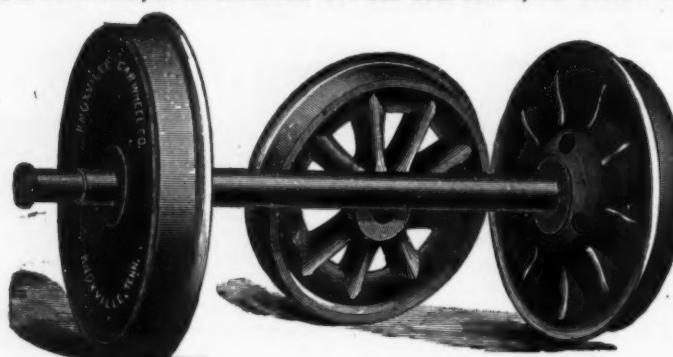
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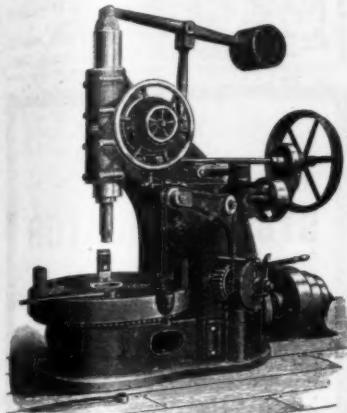
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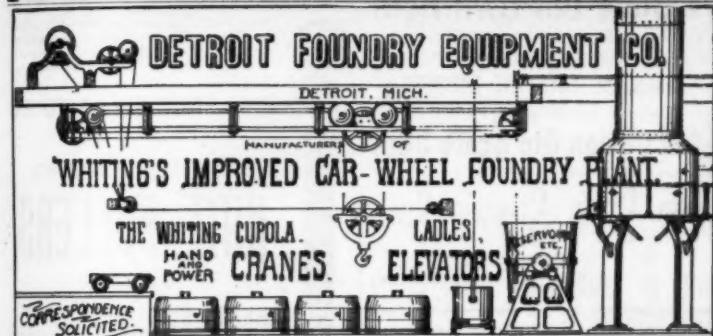
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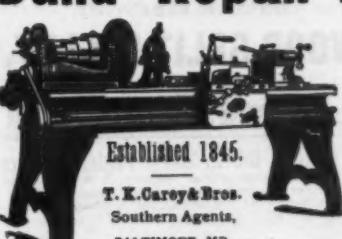
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121 W. State St., Columbus, O.Also manufacturers of the
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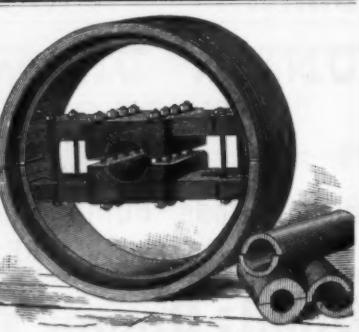
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The most complete safeguard
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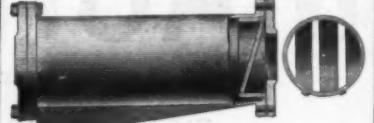
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SPECIAL DESIGN FOR SURFACE CONDENSER.



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Blue-Print sketch showing detail and
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you might make the above sound
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with a Nail-Puller, and it would do no
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The ONLY THING TO DO

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MADE BY

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Every enterprising hard-
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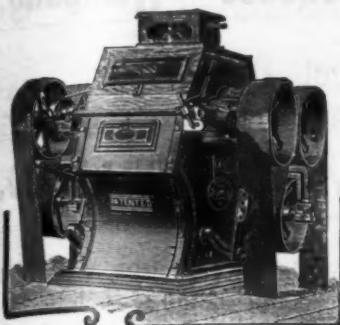
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Wire Railing for Caskets, Lawns, Gardens, Of-
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Artistic Work a Specialty.

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Read What a New York Miller Says of the Case Company.



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DEALER IN FLOUR, FEED AND LUMBER,

MANLIUS STATION, N. Y., October 26, 1889.

The Case Manufacturing Company, Columbus, Ohio:

GENTLEMEN: After running my mill over two months, I feel it my duty and in justice to you to state that I am more than pleased with the mill you built for me. It started like a clock "from the word go". My flour is discounting the fanciest brands of flour in the market. My clean-up is equal to any mill in the State. I will say that the Case Rolls and Flour Dressers cannot be beaten in the world for light running and ease of access to all their parts. I would advise any miller building a new mill or remodeling an old one to place their contract with the Case Company.

Thanking you for the prompt and efficient manner in which you furnished my machinery in so short a time, after so great a loss and damage by fire burning your works, and with the best of wishes I remain,

Yours respectfully,

PETER SNYDER.

For full particulars regarding the best FLOUR OR CORN MILL MACHINERY, address

THE CASE MANUFACTURING CO., Columbus, Ohio.

The Hoppes Feed-Water Purifier.

Pure water in a steam boiler is an element of profit and safety to steam users; profit, in that it prevents the accumulation of scale, doing away with the cost of scale solvents and boiler compounds, and

other cut represents the outward appearance of the purifier.

The purifier is connected to the boiler by a large steam pipe, A, and the exit or gravity pipe D. A blow-off pipe is also connected at C. The feed-pipe from the pump or boiler-feed is connected at B. A water column and gauge is also connected,

on the head. This makes a most effectual and lasting joint and dispenses with the use of large gaskets. In operating the purifier the water is pumped in at B, and passes into the top pans through the brass nipples, as shown at top of cut. When the top pans are filled the water flows over the sides and, following the under surface of

and being subjected to the boiler temperature, it parts with the scale-making properties that it contains, the greater part of which adhere to the under side of the pans.

While the purifier is in operation the pans remain full of water and afford ample settling chambers for the heavier solids, such as mud, sand, &c., while the carbonates, sulphates, silica and other hard scale-making properties adhere to the under sides.

When the purifier is ready to clean, which is usually after thirty to sixty days' run, from one inch to two inches of scale will be found on the under side of the two upper pans, half an inch to three-quarters on the third, one-thirty-second to one-eighth of an inch on the fourth and about one-sixty-fourth of an inch on the under sides of the two lower pans. The extremethiness and sometimes entire absence of scale on the under sides of the lower pans makes it evident that the feed-water, in passing through the purifier, is made practically pure and cannot cause scale in the boiler.

The Hoppes Purifier is in use in a number of the representative steam plants in the South, notably among them the Southern Cotton Oil Co., Houston, Texas, (2); the Southern Cotton Oil Co., Little Rock, Ark., (2); the Southern Cotton Oil Co., Memphis, Tenn., (2); the Brunswick Brewing & Ice Co., Brunswick, Ga.; the Kennon Manufacturing Co., Brunswick, Ga.; C. C. Habenicht, Columbia, S. C.; G. T. Thompson, Warsaw, Ky.; the Read House, Chattanooga, Tenn.; the Merchants & Planters' Oil Co., Houston, Texas; the Crown Mills, Greensboro, N. C.

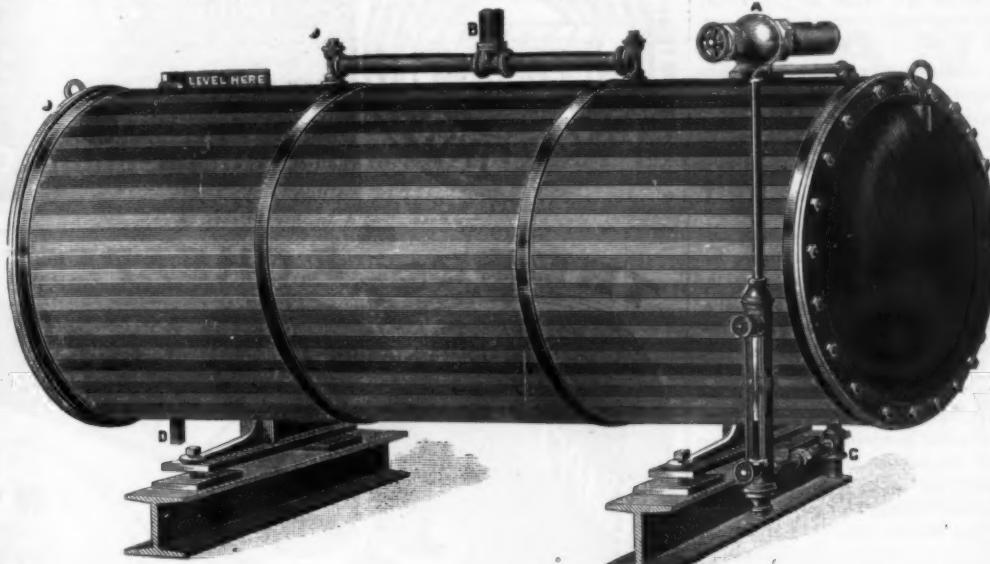


FIG. 1.—THE HOPPES FEED-WATER PURIFIER.

safety, in that it averts the dangers arising from foul boilers and helps to diminish the risks of explosions, which is also a factor on the profit side. Many suggestions have been made and various mechanical devices have been constructed for the purpose of ensuring a supply of pure water for boilers. The feed-water purifier herewith illustrated is made by the Hoppes Manufacturing Co., Springfield, Ohio.

The purifier consists of a strong boiler-steel shell, with a heavy cast ring riveted to each end, to which the heads are secured by studs and nuts. Within the shell are a number of trough-shaped pans or trays, placed one above the other and supported on steel angle ways fixed longitudinally by means of brackets to the sides of the shell.

These pans are formed from thin sheet steel, the heads or end pieces of the pans being made of malleable iron, whereby a strong, durable and very light construction is secured and a degree of elasticity or resistance obtained which permits the lime or other incrustations to be easily removed. The ends of the pans are higher than the sides, and have projections at each extremity to rest on the ways, on which the pans are made to slide.

Six pans are placed in a tier, and from two to four tiers are used, according to the capacity required.

The sectional cut illustrates a purifier with two tiers of pans and the arrangement for dividing and distributing the feed-water in the top pan of each tier. The

as shown in the exterior view of the purifier, and while in operation this gauge should never show more than half full of water.

In packing the heads, which are both removable, $\frac{3}{8}$ -inch round asbestos packing is placed in a groove turned in the ring, and is held in place by a corresponding projection

the pan in a thin, uniform sheet until it reaches the center, falls into the next pan below, and so on over each successive pan until it reaches the bottom of the shell, from which it passes through pipe D into the boiler.

The water, flowing in a thin uniform sheet along the under surface of the pans

The manufacturers guarantee every machine sent out by them and give ample time for trial, and if the purifier fails to keep the boilers clean to the satisfaction of the purchaser, they will remove it at their own expense.

Parties wishing to get figures of cost can address the Hoppes Manufacturing Co., Springfield, Ohio.

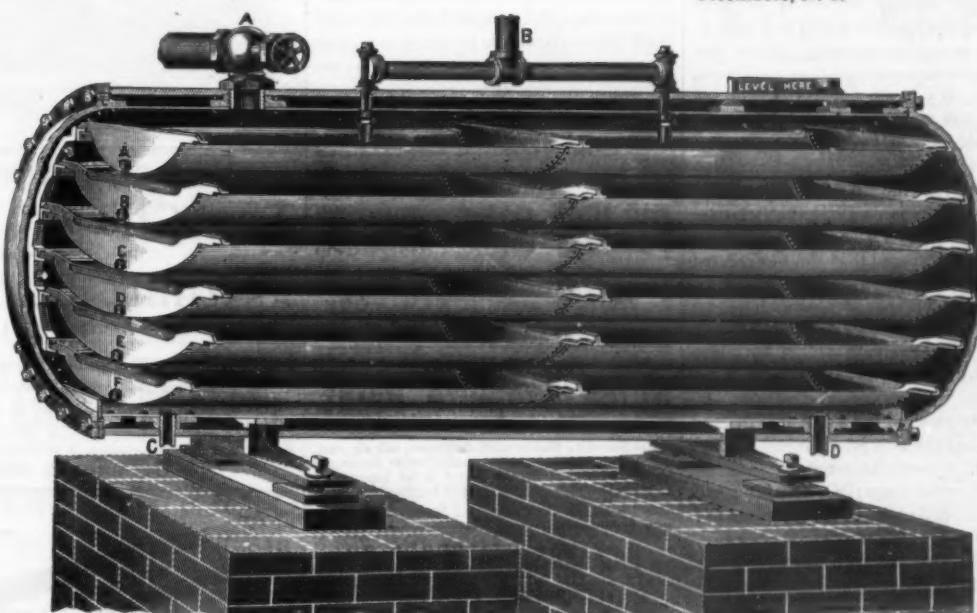


FIG. 2.—SECTIONAL VIEW OF THE HOPPES FEED-WATER PURIFIER.

The Markets.

OFFICE MANUFACTURERS' RECORD,
BALTIMORE, April 23, 1890.

Another week of uncertainty has been passed by iron and steel makers and buyers. The wonder on the part of manufacturers is that buyers do not buy and be done with it, since prices, in the opinion of manufacturers, are as low as they will go. In Pennsylvania some three or four furnace companies have advanced their prices 25 cents per ton, anticipating an improvement, which they say cannot be very much longer delayed. A rumor reached New York that some of the Southern companies were about to do the same thing. The stronger concerns in Alabama are convinced that the present output of iron and the present stocks warrant better prices than have been realized recently in many instances. At Cincinnati and St. Louis there is a more settled feeling. A good many large buyers in the territory contributory to these markets have bought, and others are inquiring and preparing to buy, and hence it is that there is a better feeling. Taking all things into account, it is probable that Southern furnace companies will be found asking better prices for summer and fall deliveries within a week. Some contracts have been repudiated on account of the late flurry, but the repudiators will be glad to renew on the old terms if they can, which is rather doubtful. Heavy shipments are being made from Southern furnaces on old contracts. The prevailing prices have brought a good many inquiries and some orders also to Virginia furnaces. The merchant bar mills in all sections of the country are kept running full time. The pipe mills East and West are loaded up with business, and at outside prices. Notwithstanding the heavy demand for nails, prices are weak, and buyers think they will go lower. New wire nail factories are projected, and nail capacity in general is being increased faster than the market demands seem to justify. Car lots of nails are sold at Eastern factories at \$1.90. In Chicago cut nails are quoted at \$2.10, and wire nails \$2.40. A very large distribution of nails has been made during the past week. Building material generally is being bought rapidly, especially in those sections where the danger of a strike on May 1st is not threatening. Sheet iron workers will have no spare time this season. Stove makers are large buyers. Large contracts for ship iron were placed last week, and the ship builders will probably protect themselves against fluctuations by placing large additional orders during the next 30 days. The ship-yards along the Delaware and the boat-yards along the lakes have more business offered than can be executed promptly. Foreign material is without inquiry. Steel billets and blooms have not improved in the slightest. Bridge builders have large requirements to place for bridge plate, and are booking orders at mills at about 2.10. 50,000 tons of steel rails sold during the past ten days, and it is thought that \$33 was the mill price for some lots in the East. Quotations for crude iron are \$16 to \$16.50 for forge; No. 1 foundry, \$18 to \$19 at Philadelphia and New York. Southern No. 1 coke is offered at \$14.50 at Cincinnati, and No. 1 Alabama charcoal iron at \$17.50; Southern No. 1 at Louisville, \$14.75, and gray forge, \$13. At Chicago Southern No. 1 coke is \$16. Merchant bar iron at Pittsburgh is 1.70 to 1.80; skelp, 1.80; bridge iron, 2.10; wire rods, \$47.50; Bessemer steel billets, \$28.

HARDWARE.

There has been a slight improvement in the volume of orders since last report, confined, however, to staple and not to general goods, for which the demand is

light and cannot show decided change until the fall orders are placed. Prices remain substantially the same, although there have been some changes during the week, the most important being the advance made by the American Axe & Tool Co. of 50 cents per dozen on axes, which we now quote in quantities of less than 100 dozen as follows, viz: First quality, plain, \$8.25; beveled, \$8.75; second quality 50 cents per dozen less. All steel, full polished, plain, \$9.25; beveled, \$9.75; phantom beveled, polished, \$10.25; double bits, first quality, \$12.25; second quality, \$10.25 per dozen. Wrought goods show signs of weakness, and orders can be placed at about 10 per cent. less than former quotations. Brass and copper goods are 5 per cent. lower than they have been for some months.

THE VENTILATION OF BUILDINGS, a pamphlet written by Alfred R. Wolff, discusses a subject that is of general interest, and as Mr. Wolff is an expert and specialist on the subject of ventilation, heating, the proper construction of buildings, etc., what he has to say will be valuable reading. Copies can be had at 25 cents each upon application to Mr. Wolff at 315 Potter Building, New York.

WITH its customary enterprise the Baltimore Journal of Commerce has had a correspondent investigating the resources and advantages of the great Northwest. It is a long ways from home, but the managers of that paper know that in that part of the United States there is a steady growth that will tell upon the trade and commerce of the Atlantic States, and as Baltimore has railroad connections with that section, the Journal of Commerce is getting all available information for the benefit of Baltimore's merchants and manufacturers.

THE Canton Steel Roofing Co., of Canton, Ohio, have added to their elaborate plant a new and complete line of the latest improved machinery for manufacturing their newly patented 10-foot slip joint seamless eave trough, probably the only trough that finishes full 10 feet on the building and the only lock slip joint 10-foot seamless eave trough; corrugated, square, octagon and round conductor pipe; the latest patent steel and wire hangers, strainers, crestings, finials, ventilators, etc. All goods are warranted to be of the best quality of material and standard in every respect. Their new illustrated catalogue is now ready for distribution and can be had upon application.

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PIG IRON Storage Warrant Co.
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44 Wall Street, NEW YORK.
Correspondence of Furnaces Invited.

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Silica Graphite Paint.
DURABLE AND BEAUTIFUL.
Unaffected by heat or cold, dampness, salt air, rust, or even acids. For smoke stacks, boiler fronts, tin roofs, or metal work, this Paint is far superior to anything made. For details send for circulars.
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Practical Lead Burner
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Sulphuric Acid Chambers constructed on the latest improved plan. Strict attention given to the Lead Work of Concentrating Apparatus.
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CAPITAL, \$1,000,000, FULL PAID.

This Company makes advances upon Pig Iron stored at Furnaces (storage charge being nominal) or in Public Warehouses, upon reasonable terms. Particulars upon Application.

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THE CHESAPEAKE BELTING CO.
BALTIMORE, MD.

The Only Manufacturers of Raw Hide Belting in the Country.
The Chicago Rawhide Mfg. Co.
MANUFACTURERS OF
RAWHIDE BELTING, LACE LEATHER,
ROPE, LARIATS, FLY-NETS,

Picker Leather, Stock and Farm Whips, Washers, Hame Straps, Hame String, Halters and other Rawhide Goods of all kinds, by Krueger's Patent.

This Belting and Lace Leather is not affected by steam or dampness; has more grip than any other; never becomes hard; is stronger, more durable and the most economical Belting made. Especially adapted for the Southern trade on account of its resistance to moisture. The Rawhide Rope for Round Belting Transmission is SUPERIOR TO ALL OTHERS.

73 and 75 OHIO STREET, CHICAGO, ILL.



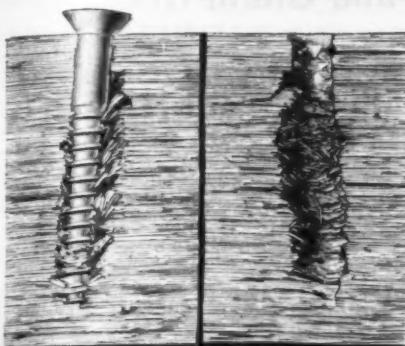
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WAGON & SEAT SPRINGS

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MANUFACTURERS OF
High-Grade Vehicle Springs
OF EVERY VARIETY.

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Catalogue on application.

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"ROGERS"****SCREW CO., PROVIDENCE, R. I.
DRIVE SCREWS."**Patented May 10, 1887; July 19, 1887;
July 10, 1888. Other patents pending.

A common cut thread screw as ordinarily inserted—i.e., driven two thirds of its length with a hammer and the balance with a screw driver. Fibres of the wood are necessarily broken, and the holding power of the screw much impaired.



The "ROGERS' DRIVE SCREW" driven with a hammer its entire length. It revolves as it goes in and does not break the fibres of the wood, but makes its own nest of the cavity it forms.

WIER & WILSON, Agents, Baltimore, Md.

The foregoing illustrations speak for themselves, but we call attention to a few advantages of the "ROGERS' DRIVE SCREWS."

1. Stiffness, adapted for driving with a hammer.
2. Rapidity of insertion.
3. Increased holding surface.
4. Ability to be driven with hammer and withdrawn with screw driver numerous times from same hole.
5. Superior head, which will withstand blows of a hammer and not impair the slot.
6. Improved slot, admitting the use of a heavier screw driver.

Discount 66 2/3 per cent. from list of common screws.

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**THE STURTEVANT
Steel Pressure Blower**FOR
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Send for catalogue No. 33.**IMPROVED
Portable Forges,**COMBINING
STRENGTH,
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Will grind bones green or dry. Circulars and Testimonials on application.

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Patent Metallic Skylights.**

Without Putty
Construction adapted
to all forms and
styles of Skylights.
Thousands of feet in
use have proved its
superiority. Particularly
adapted for
Depots, Mills, Factories,
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large and continuous
lights are required.
Send for illustrated catalogue.
309 & 311 NORTH STREET, BALTIMORE, MD.

VENTILATORS

Made of galvanized iron and copper. Strong up-
ward draft. Exhausts foul air, odors, smoke, steam,
etc., from mills, stores and dwellings; cuts smoky
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Galvanized iron and copper cornices and gutters,
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283 Harrison Ave., BOSTON, Mass.

**Keep Your Belts from Slipping**

AND SAVE YOUR POWER BY USING

FRICITION COVERING FOR PULLEYS.

Satisfaction Guaranteed. Easily Applied. No Rivets. Effective. Agents Wanted.

NATIONAL PULLEY COVERING CO., BALTIMORE, MD.**R. R. Rouse Electro-Plated WELL POINT.**

This is a NEW PATTERN, EXTRA STRONG, will stand rougher use than any in the market. A showing the openings before the wire gauze is soldered on. B showing wire gauze and perforated brass soldered on. These Points are Electro-Plated, with Pure Black Tin inside and outside before receiving the coverings, there being no raw iron to corrode or rust or cause an unpleasant taste in the water. The Electric Process by which it is done is patented and exclusively owned and controlled by me for Well Points in the United States. Warranted not to strip loose where soldered. Write for details and circulars of well tools.

R. R. ROUSE, Indianapolis, Ind.

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MAKER
MANLY MFG. CO. DALTON, Georgia.****STEEL****RAILINGS, CRESTINGS,
JAILS, ROOFS, STAIRS,
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Lintels,
All Latest
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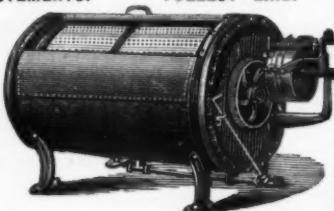
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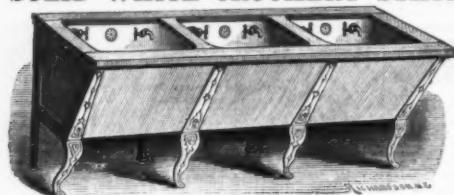
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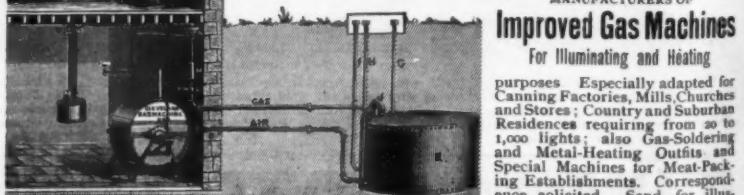
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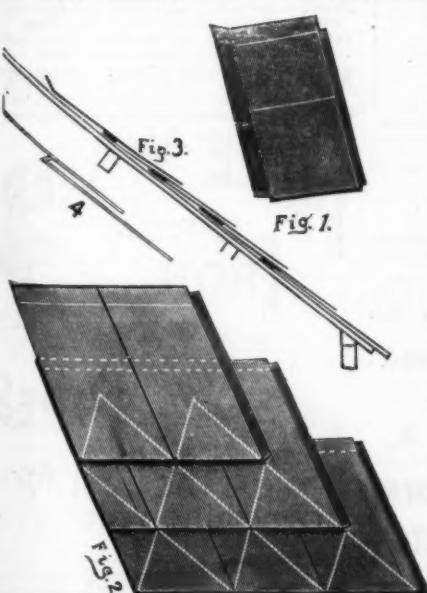
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OUR CLAIM IS A FIRE AND STORM-PROOF ROOF; weighs less than 200 pounds to the square; is not effected by expansion or contraction. Painted on both sides and felt-lined. A perfect protection against condensed moisture on the under side of the metal. Is easily and rapidly laid and requires no skilled labor in its application. A complete Metal Shingle, 10x18 in. lies, laid 8 inches to the weather, giving a double thickness of metal, making a solid and compact roof. For particulars address

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Druid Elastic Paintis the most Elastic, Durable and Economical
Paint known for Tin Roofs, Smoke Stacks,
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and wood surfaces. It is fire-proof, water-proof
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MADE BY THE CANTON STEEL ROOFING CO., CANTON, O.

PAT'D

1889

Eastern Lumber Markets.

[Special Cor. MANUFACTURERS' RECORD.]

NEW YORK, April 22, 1890.

There will be a good many disappointments during May and June in the lumber trade. The reason is, that both the lumber dealers and the builders have hardly known what to do all spring on account of the eternal talk and uncertainty about the strike. Generally speaking, preparations have been made for active work, but we are safe in saying a good deal more preparation would have been made had there been no talk of a strike. Neither wholesalers nor retailers want to have large stocks of lumber on hand for which there is no market or a poor one. The effect of all this is, or will be, that when it is finally decided to go ahead many builders will not have all the kind of lumber they need, and then there will be telegraphing and ordering galore. We are now close enough to the summer season to speak with a good deal of certainty as to what will be done. It is now safe to say that more lumber, soft and hard, will be used this year, and as our stocks are of moderate proportions, we will look for some very heavy shipments during the next month or two. The demand for white pine is much more active this month than last, although usually March is a busy month among wholesalers. Western men are among us looking after their own interests. Uppers are quoted at \$45 to \$50. The local demand for yellow pine keeps at a steady pace, and every dealer is selling at firm prices. The New York market is in just such shape that a little boom in demand would send prices up. The near-by trade is also in about the same condition; that is, all sorts of building is going on and lumber is being hurried in. Eastern spruce is still arriving, and there is more of it than was supposed but the buyers are on the run, and sellers are making the very best of their advantage. The advance which was made in hemlock is held and plenty of business is being done every day for future delivery. We are looking for another advance in joist and boards. The restriction of supply is an established fact. The movements in all kinds of Southern lumber are heavy and arrivals are large, both by car and schooner. Yellow pine boards are selling this week at \$21 and flooring at \$22. Quartered oak is where it has been for several weeks, high and scarce. Poplar is selling well, and the arrivals are just about sufficient to cover current sales. Ash is moving along quietly at full prices. Cherry is also strong, because the particular quality in demand here is never over-abundant. News from Boston shows a good business in progress there. Cherry and walnut are scarce in that market, the latter bringing \$90 to \$100 for good boards. The cheaper grades are plenty and not wanted. One-inch quartered oak is bringing as high as \$55 there.

There is a very active condition of things at all lake ports. Interior New England and New York markets are reported to be in excellent shape, and the shipments bear out the statement.

The exporters of walnut logs are doing a thriving business.

E. B. HUNTING & CO.

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and SAVANNAH, GA.WHOLESALE MERCHANTS
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PAPER MILL MACHINERY
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Clark's Improved Rubber Rolls
FOR
Wool Washers, Warp Yarn and Skein Dyeing.
Greatest depth Wearing Surface. Uniform Density: also Complete Power-Driven Wringers.
CATALOGUE FREE.



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6x2	3 1/2 to 1 1/2	3 1/2 in.	\$0 70	\$ 1 40	\$ 2 00	\$ 3 75
7x2	1 to 1 1/2	4	0 90	1 75	2 50	4 75
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7x2 1/2	1 to 1 1/2	6	1 40	2 80	3 75	6 75
8x2 1/2	1 1/2 to 1 1/2	7	1 75	3 50	4 50	8 25
8x3	1 1/2 to 2	8	2 50	5 00	5 50	10 50
9x3	1 1/2 to 2	10	3 50	7 00	7 50	14 25
10x3	2 to 2	12	4 50	9 00	10 00	18 00

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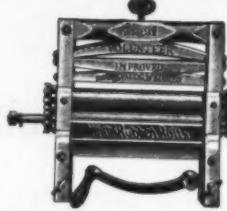
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Unequalled for Strength and
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Best Adhesive Rubber Rolls.
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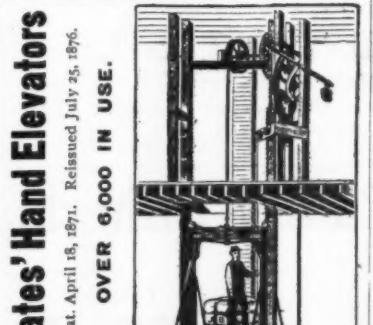
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Ba, etc. Dealers, write for catalogue of Wringers
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I have used the ECK STROM (No. 3) VENTILATOR with such uniform success in different kitchens that I would as soon think of omitting a window as to omit it in my specifications.

Yours very truly,
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COMPOUND LEVER
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50 varieties of Lever and Screw Jacks
for railroad use.
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Never Cracks, Blisters or Peels. Especially adapted for Tin, Zinc, Copper, Iron, Shingles and Board Roofs.

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PURE WATER FROM IRON RUSTLESS PIPES.

The best for conveying water.

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This company owns the famous "Ore Hill" property in Chatham County, N. C., that has been noted as an iron property for more than a century. Ores from it were used in the manufacture of iron during the revolutionary war. During the late civil war the Confederate government selected this locality as the site of large iron and ordnance works, because of the exceptionally high grade of its ores.

The lack of railroad facilities has made impossible, hitherto, the profitable utilization of these ores on any large scale. The locality is now, however, made accessible by the Cape Fear and Yadkin Valley Railroad, which passes through the property.

Some of the most noted iron men in America have examined and reported on these ores, and so far as the directors of this company know, there has never been an expert report on it that was not highly favorable.

Prof. Charles D. Wilber, inspector of mines and mineral lands, formerly State Geologist of Illinois, and geologist and mining expert for the Northern Pacific Railroad, visited Ore Hill in 1884.

Extracts from his report and the opinions of Dr. E. Emmons, formerly State geologist of North Carolina, Prof. W. C. Kerr, State geologist, Prof. F. A. Genth, of Philadelphia, S. A. Richards, formerly Superintendent of Furnaces for the Joliet Steel Company, Mr. Thomas Graham, a prominent iron manufacturer of Philadelphia, and others, are published in the company's prospectus.

The Manufacturers' Record, of Baltimore, having learned of the proposed organization of this company, investigated, on its own account, the Ore Hill tract. The report of its expert, Mr. Thomas P. Williams, M. E., is also given in the prospectus.

The company recently employed Mr. Frederick H. Smith, of Baltimore, a noted mining engineer and mineralogist to examine the property. His report confirmed all that had been claimed, and he advised the company to build the furnaces. Mr. Smith is a man of such eminence in his profession that it would be superfluous to make any mention of the value of his report. He is a member of the American Society of Civil Engineers, a member of the American Institute of Mining Engineers, and an Associate of the American Institute of Electrical Engineers.

Coke for the furnaces will be brought from Pocahontas, 245 miles, by the Norfolk & Western and Cape Fear & Yadkin Valley Railroads, which will connect at the State line near Mt. Airy, N. C.

In the organization of the company its projectors had in view:

- 1st. The building of furnaces for the manufacture of iron and steel, and ultimately the building of rolling mills and other industries for the utilization of the product of the furnaces.
- 2nd. The acquisition of a considerable area of land around the locality that might be selected as the site of the furnaces, in order that the company might itself enjoy the results of its own work, by getting the benefit of the increase in real estate values that would follow the establishment of factories and other industries.

3d. The inauguration of a general development and town building enterprise, starting with an attempt to secure the location on its property of iron, wood, textile and other industries, thus bringing together an aggregation of factories and stores, and a continually increasing population, with the resulting need for land for business and residence purposes.

TOWN SITE PROPERTY.

Before announcing its purpose the Company, through its agents, secured options on about 2,500 acres of very desirable property adjacent to Greensboro, some of it being within the corporate limits, and the whole of it being in an almost solid body. About 1,500 acres have already been purchased, and the remainder is being taken up as the options expire. The whole of it has been secured at an average price of \$25.00 an acre. This is no more than has been paid for the town site lands on which most of the industrial towns of the South have been built up, and in comparison with which this has the immeasurable advantages of extensive railroad connections and facilities unexcelled by any of them, an attractive, progressive town of 7,000 people to start with. Water works, gas works, electric light works, paved streets, churches and schools, elegant houses, an established society, and all the attractions that pertain to an old community.

LAND SALES.

Judging from the experience of other development enterprises, it would seem to be within a reasonable and conservative limit to expect within two years to realize from sales of lots, covering a comparatively small part of the total area of land purchased, an aggregate sum equal to the capital stock of the company. This, when added to the expected profit from this company's furnaces and other works, makes the opening for the investment of capital one of the most inviting that has been presented to the public since the beginning of the present industrial era in the South.

The company will build at once two furnaces, one to make Bessemer iron and the other mill and foundry iron.

THE CAPITAL STOCK OF THE COMPANY IS \$1,000,000.

Subscriptions have already been received for about \$300,000 at par. None of the stock will be sold at less than par. The proceeds will go into the treasury to be used for development purposes with a view to making valuable the company's lands.

It is probable that when one-half the stock (\$500,000) has been subscribed for, the books will be closed until after the first land sale.

For particulars as to time of payment, &c., address the company at Greensboro, N. C.

W. J. CLARK & CO., Salem, O.
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Elevating & Conveying Specialties

Sole Manufacturers of the "SALEM" ELEVATOR BUCKET, for Mill and Elevator work, Ear Corn, Corn and Cobs, Ores, Coal, Broken Stone, &c. Send 9 cents (stamp) for postage on Sample Salem Bucket and Illustrated Catalogue.

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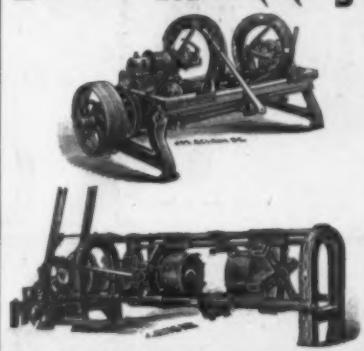
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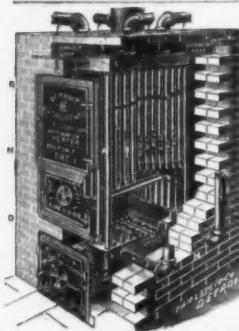
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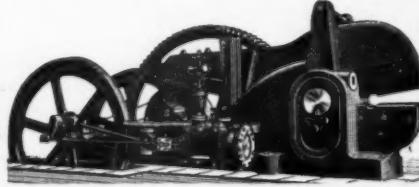
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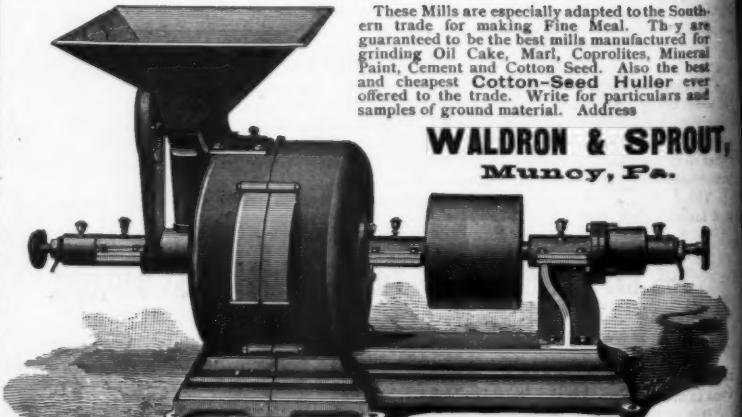
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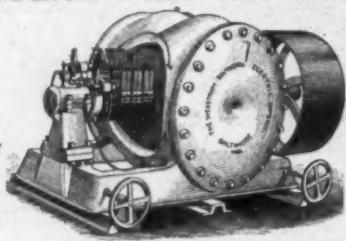
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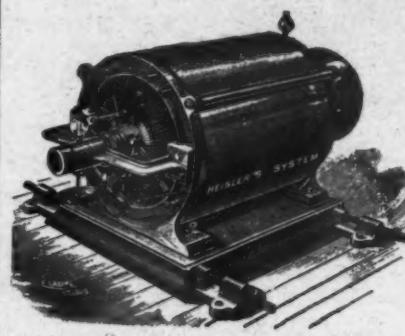
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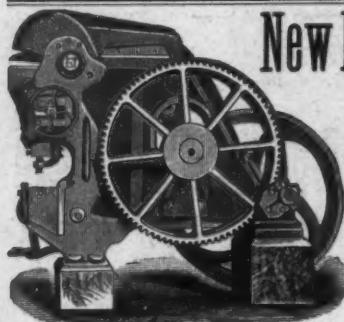
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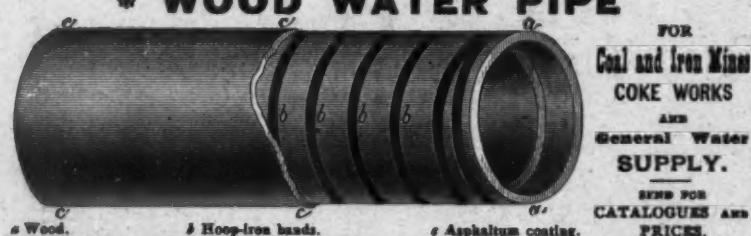
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